

INTERIM REPORT No. 3

GEORGIAN BAY CANAL COMMISSION

TRANSATLANTIC PASSENGER AND FREIGHT TRAFFIC
AND STEAMSHIP SUBSIDIES

BY

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INTRODUCTION.

In the Interim Report, 1916 (pp. 67-79) it was shown that "the conditions of ocean transportation largely determine the distribution of international commerce", and that in certain trades, such as the North Atlantic, liners are the controlling factor rather than tramps. Liners, which are vessels upon a fixed route and with a definite schedule of sailing dates, may be exclusively freight-carrying vessels, almost exclusively passenger-carrying vessels, or vessels fitted to carry both passengers and freight. On a good trade route this last class, the "combination liners," is probably the most successful type of ocean carriers. Having some passengers and some high-class freight, these vessels can afford to complete their loading with other suitable freight, at rates the tramps cannot meet. The volume and distribution of passenger traffic become therefore very important factors in the problem of freight traffic.

The kind of loading a vessel can secure on any particular route will determine the profitableness of that route as compared with alternative or competitive routes. The route that offers the best loading will tend to attract vessels from other routes until the numbers fixed on each route are such that all vessels of the same class are securing approximately the same return. Canada's problem was thus stated in the Interim Report (p. 76):—

Canada has never yet been able to secure at Canadian ports enough vessels to carry all the Canadian exports; that is, no measures so far taken to that end have been sufficient to seriously disturb the simple economic balance of the load factor along the North Atlantic coast. In so far as the proposed Georgian Bay canal would be expected to very greatly increase the proportion of Canadian exports through Canadian ocean ports, it will clearly be necessary to arrive at some estimate of the permanent counteracting force of the general load factor, or at least of the cost involved in maintaining an ocean service on a less favourable economic basis than that prevailing on competing routes.

The general freight "load factor" in the North Atlantic trade was examined in that report, but it had not been found possible to make a statistical study of the passenger "load factor", nor of the effect of steamship subsidies, both of which, it was pointed out, must affect the ability of liners to successfully handle somewhat irregular freight loads.

This report presents certain statistical compilations which may form, at least partially, the groundwork for a study of the problem of passenger traffic on the North Atlantic in its relations to general traffic, and of the operation of Canadian mail subsidies and steamship subventions in relation to the general traffic problem. As material for these compilations returns were obtained from the steamship companies, showing traffic by vessels in detail, and for certain facts the ships' manifest at Montreal, Halifax, and St. John were checked over for the years 1911, 1912, and 1913. The compilation of this material occupied several months, but it was found necessary to start from the basic details in order to secure what was essential to supplement the statistics in official publications. The time available has not permitted any further working over of this material, nor the completing of such a study as would trace tendencies and suggest conclusions. The statistical tables must therefore be submitted with only a few descriptive notes.

TRANSATLANTIC PASSENGER TRAFFIC.

Under this general heading the following tables are presented:—

1. Table 1 showing the total transatlantic passenger traffic at United States and Canadian ports, compiled for the years 1898-1915, distinguishing passengers inbound and passengers outbound, the number of steamers in each direction, that is, the number of sailings of vessels carrying passengers, and also the average number of passengers per steamer.

2. Table 2, a comparison of the inbound and outbound transatlantic passenger traffic at New York, Boston and at Canadian Atlantic ports, taken as a whole, for the years 1899-1914. This table shows the ratio of inbound and outbound passenger traffic in each case, that is, in the year 1899, for example, 2.04 passengers were carried inbound to New York for each one passenger carried outbound, while at Boston the ratio was 1.94 to one, and at the Canadian ports 3.86 to one. The averages of the ratios for the whole period are also shown.

3. Table 3, showing by months for the years 1910-15, inbound and outbound transatlantic passenger traffic at Canadian ports and at the principal United States ports, namely, New York, Boston and Philadelphia, except that returns for Boston and Philadelphia were not available for the year 1910.

4. Table 4, an analysis of the transatlantic passenger traffic at all Canadian Atlantic ports, by months, into saloon passengers, second-class passengers and third-class passenger, and showing the total number of passenger steamers inbound and outbound during each month for the period 1910-13.

5. Tables 5 and 6 showing the proportions of the totals in table 4 which arrived at and departed from Montreal and Quebec, and Halifax and St. John, and giving also the average number of passengers per steamer, inbound and outbound. Montreal and Quebec are treated as one port for passenger service and so are Halifax and St. John.

6. Table 7, an analysis of total passenger traffic at both Atlantic and Pacific ports, by months for the fiscal years 1910-11 to 1914-15, showing classes of passengers and destination, whether to Canada or to the United States.

7. Tables 8, 9, 10, 11 and 12 showing details of arrivals, by months, of passengers destined to Canada, at the United States ports of Portland, Boston, New York, Baltimore and Philadelphia.

8. Table 13, showing certain summary returns for the years ending June 30, 1912, 1913 and 1914, from the Canadian Immigration reports, from steamship returns and from the United States Immigration reports. These are the three main sources from which all the material in this report are derived. This particular table in addition to presenting some interesting summary facts shows that totals as compiled from these different sources do not always correspond. It will be noted, for example, that the Canadian Immigration reports give a total inbound passenger traffic at Canadian Atlantic ports in 1911-12 of 264,200, while the steamship returns show a total of 267,868, and there are differences also in the other two years. Again the Canadian Immigration reports show an inbound passenger traffic, destined to the United States, in 1911-12, of 23,816, while the United States Immigration reports show an inbound passenger traffic to the United States, through the Canadian ports in that year, of 29,152, and there are even greater differences in the other two years. These discrepancies may be accounted for in various ways, but all that need be done here is to call attention to the fact that discrepancies exist and that, therefore, it will not be possible to strictly check one table against another in this report; but, as the discrepancies are not often serious, they will not affect any general conclusions which may be based upon the compilations.

Canadian Immigration returns take account only of passengers arriving at Canadian ports, but they publish returns showing all passengers arriving whether immi-

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grants or not. Canadian official statistics have taken no account of the outgoing movement of population and in this respect are seriously defective. The balance between incoming and outgoing passengers over a series of years will give very important information in connection with the rate of increase of the population; which a record of arrivals alone or of professed immigrants alone cannot possibly do. If the facts in this report were supplemented by the United States returns of the movement of population into the United States from Canada it would be possible to figure out the net increase or decrease in Canada due to the incoming and outgoing of populations.

The importance of passenger traffic in the general traffic problem has been pointed out in the introduction. If combination liners can secure better loading at United States ports than at Canadian they can earn more on United States routes from the passenger end of the business, with the result either that vessels at United States ports can afford to carry freight at slightly less rates than vessels from Canadian ports, or that there will be more combination liners attracted to the United States routes which then will have a relative increase in available freight room. Table 4 gives the details of the transatlantic passenger traffic at all Canadian ports for the years 1910-13 and the numbers of inbound and outbound steamers in each month. Examining first the numbers of steamships sailing in and out it will be noted that in the four years 1,712 vessels with passengers were entered inbound at Canadian ports while 1,242 vessels secured outward passengers in the transatlantic trade; that is, out of every 100 vessels carrying passenger traffic westbound only 72.54 vessels were able to secure passenger traffic eastbound. If the numbers of vessels on the Canadian routes are deducted from the totals in table 1 for the same years it will be found that 5,702 vessels arrived at United States ports with passengers in this period and that 5,280 cleared outbound with passengers, that is, out of every 100 vessels arriving at United States ports no less than 92.59 were able to secure passenger traffic for the return journey.

Dividing the total numbers of passengers in and out by the numbers of vessels it will be found that inbound each vessel on the Canadian route had on the average 657 passengers while outbound the very greatly reduced number of vessels carried only 275 passengers each. For the United States ports the figures are 848 passengers in and 460 passengers out. Taking the inbound figures it is apparent either that larger vessels were employed and were justifiable upon the United States routes or that the passenger earnings were very much better than on the Canadian routes. It is with regard to the outgoing passenger traffic, however, that the most important difference is shown. The United States ports were able to load out with passengers on the average a little over 92 vessels out of every 100 arriving and could give each of these vessels 460 passengers on the average, while the Canadian ports could load out with passengers only a little over 72 out of every 100 and could give each of these vessels on the average only 275 passengers.

Another very important aspect of this question is found in the distribution of the inbound and outbound passenger traffic throughout the year. The more even this distribution the more economically or the more profitably it can be handled. If now table 3 be examined and particularly if the traffic at the port of New York be compared with the traffic at all Canadian ports, it will be seen how much better distributed from the traffic standpoint is the passenger movement in and out of New York than that for the Canadian routes. If the figures in these two columns are presented diagrammatically the advantages of the port of New York will strikingly appear. The inbound traffic at New York is comparatively light for about three months in midwinter, and it is ordinarily heaviest in March, April, May, and June. There tends to be a falling-off in midsummer, with an increase again in the autumn, but on the average for eight months in the year there is a very satisfactory distribution of the inbound load. Much the same general characteristics are found in the outbound load except that the months of

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heaviest traffic are not the same as for inbound traffic, that is, the heaviest movement outbound tends to be in May, June, and July and again in November and December. Taken as a whole, however, the traffic is reasonably well balanced throughout the year.

A diagram of the traffic at Canadian ports presents an entirely different problem. From a very small movement inbound in December and January, the traffic mounts rapidly to an extreme peak in the month of May and then as rapidly declines again, offering a difficult load for economic handling. The outbound traffic presents much the same characteristics as the outbound traffic from New York, but, as has been pointed out, it is much smaller in proportion.

From tables 5 and 6 it is possible to make a comparison between the two chief Canadian routes, that to Quebec and Montreal and that to Halifax and St. John. Out of every 100 vessels carrying passengers to Quebec and Montreal during the period 1911-15, 87.13 vessels carried passengers outbound, while out of every 100 vessels arriving at Halifax and St. John with passengers only 52.17 obtained passengers outbound. The Quebec-Montreal vessels on the average carried 616 passengers in and 478 passengers out, while the Halifax-St. John vessels carried only 506 in and 316 out. The monthly distribution of the inbound traffic was unsatisfactory in both cases, but the chief difficulty with the Quebec-Montreal traffic was the excessive peak in May and June. The outbound passenger traffic, while smaller in comparison, was fairly well distributed, reaching its peak in the month of November. The Halifax-St. John route has important inbound traffic only in the months of March and April and important outbound traffic only in the month of December. It will be understood, of course, that many liners on the St. Lawrence route during the period of open navigation there switch to the Halifax-St. John route during the winter months, and therefore the characteristics of the traffic to and from all Canadian ports should be considered when estimating the business open to liners in the Canadian trade, but if the business of Canadian ports rather than of Canadian vessels is to be considered then the characteristics of the traffic returns for these ports must be taken into account.

The figures given in table 1 for the total transatlantic passenger traffic are interesting if studied in connection with the general economic and other conditions which affect the movement of population. The inbound passenger movement to North America increased very rapidly from 1898 to 1907, but fell off very sharply indeed in 1908, in which year it amounted to less than 40 per cent of the total of 1907. The inbound traffic increased rapidly again, but somewhat irregularly, reaching its culmination in 1913, but in 1914 had fallen away almost one-half, while the total for 1915 was less than one-quarter of that of 1914. The connection between the curves of this inbound passenger traffic and the curves of general economic conditions must attract attention. It is interesting to note also that the outbound movement was relatively greatest during periods of depression. In the year 1908, for example, some 76,000 more people left the Atlantic ports than arrived at these ports, and in the war year of 1915 the balance stood some 98,000 people against North America.

The above notes may illustrate the bearing of the general facts of passenger traffic on Canada's practical transportation problem. The compilations will be found useful in many other lines of enquiry than those indicated. Canada's problem is to secure the handling through Canadian ports of the greatest amount of traffic possible without economic loss, and an understanding of the conditions that operate to set limits to this traffic is necessary before effective measures for development can be planned.

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TABLE 1.—Total Transatlantic Passenger Traffic.* United States and Canadian Ports.

Year.	Inbound.			Outbound.		
	Steamers.	Passengers.	Passrs. per Steamer.	Steamers.	Passengers.	Passrs. per Steamer.
1898.....		374,688			209,545	
1899.....	1,206	517,115	423	1,111	232,983	209
1900.....	1,200	671,126	560	1,087	294,704	271
1901.....	1,287	705,838	548	1,206	267,170	221
1902.....	1,338	937,963	701	1,207	311,769	258
1903.....	1,480	1,106,247	748	1,378	397,238	288
1904.....	1,406	978,102	695	1,369	525,175	384
1905.....	1,477	1,250,831	847	1,410	411,843	292
1906.....	1,653	1,520,842	921	1,460	524,525	359
1907.....	1,759	1,725,736	981	1,575	772,574	490
1908.....	1,539	687,646	447	1,501	864,372	586
1909.....	1,631	1,276,605	782	1,503	488,921	325
1910.....	1,787	1,450,545	811	1,649	608,224	369
1911.....	1,767	1,170,770	662	1,626	740,760	456
1912.....	1,810	1,473,498	813	1,610	706,122	439
1913.....	2,050	1,866,801	910	1,737	718,373	414
1914.....	1,647	956,049	581	1,437	683,576	476
1915.....	668	209,562	314	617	308,328	500
Totals.....	25,705	18,879,964	Av. 685	23,483	9,066,202	Av. 373

Inbound steamers to outbound steamers as 100 to 91.35.

*Cmpiled from steamship reports.

TABLE 2.—Comparison between in- and outbound Passenger Traffic, at New York, Boston and Canadian Ports. (Transatlantic).

Year.	New York.			Boston.			Canadian Ports.		
	Inbound	Outbound	Ratio	Inbound	Out- bound	Ratio	Inbound	Out- bound	Ratio
1899.....	409,743	200,144	2.04	25,768	13,287	1.94	44,950	11,642	3.86
1900.....	541,053	253,814	2.15	24,582	13,822	1.78	62,817	17,755	3.54
1901.....	565,559	227,166	2.49	37,541	18,429	2.04	55,144	13,375	4.12
1902.....	713,735	263,545	2.71	65,022	23,196	2.81	80,287	15,152	5.29
1903.....	805,869	340,791	2.37	76,189	25,888	2.94	115,699	18,769	6.16
1904.....	732,715	447,643	1.64	76,865	37,711	2.03	100,347	25,459	3.94
1905.....	959,731	343,658	2.79	74,515	29,196	2.55	122,690	27,929	4.49
1906.....	1,156,861	439,865	1.76	90,060	33,922	2.66	166,272	36,247	4.59
1907.....	1,286,331	658,042	1.95	91,066	40,153	2.27	244,171	55,971	4.01
1908.....	506,669	726,337	0.69	44,399	44,525	0.99	111,296	63,252	1.75
1909.....	1,016,727	401,371	2.53	66,185	27,075	2.44	134,818	46,605	2.89
1910.....	1,045,855	494,938	2.11	74,697	31,227	2.39	235,114	64,269	3.67
1911.....	771,642	594,275	1.29	61,002	35,260	2.73	259,721	82,737	3.14
1912.....	993,638	558,649	1.78	70,746	34,343	2.06	302,241	89,842	3.36
1913.....	1,260,590	547,060	2.31	96,929	37,389	2.59	368,317	112,230	3.28
1914.....	675,191	528,742	1.26	58,569	41,909	1.41	158,616	90,856	1.75
	12,876,145	7,026,040	.....	1,034,135	487,432	.....	2,562,500	772,090	.....
Average of ratios from 1899 to 1914, inclusive.....			1.97			2.19			3.43

Steamship reports.

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TABLE 3.—Transatlantic Passenger Traffic in- and outbound at Canadian and Northern United States ports by Months, 1910.

INBOUND.					
Month.	Canadian Ports.	New York.	Boston.	Philadelphia.	Total.
January..	4,561	46,723	.....	.....	—
February	7,960	53,950	.....	.....	—
March..	18,228	127,461	.....	.....	—
April	30,525	124,778	.....	.....	—
May..	38,154	117,457	.....	.....	—
June.	30,422	88,890	.....	.....	—
July.	22,165	70,147	.....	.....	—
August..	22,644	94,571	.....	.....	—
September.. . . .	24,601	99,125	.....	.....	—
October.	20,364	92,036	.....	.....	—
November.. . . .	11,472	72,835	.....	.....	—
December.. . . .	5,952	57,912	.....	.....	—
Total..	235,114	1,045,855	.....	.....	—
OUTBOUND.					
January..	1,885	20,063	.....	.....	—
February	1,545	15,743	.....	.....	—
March..	1,462	26,351	.....	.....	—
April.	2,335	40,786	.....	.....	—
May..	5,569	49,389	.....	.....	—
June.	8,761	67,952	.....	.....	—
July.	8,889	57,636	.....	.....	—
August..	5,204	39,131	.....	.....	—
September.. . . .	6,177	38,298	.....	.....	—
October..	5,564	38,950	.....	.....	—
November.. . . .	7,465	53,252	.....	.....	—
December.. . . .	9,473	47,383	.....	.....	—
Total	64,269	494,938	.....	.....	—

Steamship reports.

TABLE 3 (2).—Transatlantic Passenger Traffic in- and outbound at Canadian and Northern United States Atlantic Ports by Months, 1911.

INBOUND.					
Month.	Canadian Ports.	New York.	Boston.	Philadelphia.	Total.
January..	3,821	30,131	733	2,570	37,255
February	7,801	41,014	2,876	2,260	53,941
March..	29,472	78,813	3,150	4,474	115,909
April.	34,345	87,070	10,335	5,386	137,136
May..	47,473	84,533	7,746	7,291	147,043
June.	30,503	60,680	6,487	3,935	101,605
July.	24,374	51,306	2,867	3,793	82,340
August..	17,159	58,566	5,229	3,172	84,126
September.. . . .	28,216	84,304	7,693	3,544	123,757
October..	18,915	78,667	7,090	4,153	108,825
November.. . . .	9,235	58,968	5,186	4,174	77,563
December.. . . .	5,242	57,590	1,510	4,897	69,239
Total	256,754	771,642	61,002	49,651	1,138,869
OUTBOUND.					
January..	1,937	28,086	319	713	31,005
February	1,848	24,317	999	741	27,905
March..	2,301	38,086	1,026	798	42,211
April.	3,415	40,636	2,459	1,279	47,789
May..	8,019	62,076	5,080	2,318	78,493
June.	11,844	72,259	4,576	2,142	90,821
July.	9,449	65,023	3,800	2,477	80,749
August..	6,163	50,098	3,082	1,631	60,974
September.. . . .	7,243	46,196	3,505	964	57,808
October..	6,815	44,830	3,049	1,226	55,920
November.. . . .	10,504	61,744	4,619	1,419	78,286
December.. . . .	10,687	60,924	2,756	2,685	77,052
Total	80,225	594,275	35,260	19,236	728,996

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TABLE 3 (3).—Transatlantic Passenger Traffic in- and outbound at Canadian and United States Atlantic Ports by Months, 1912.

INBOUND.					
Month.	Canadian Ports.	New York.	Boston.	Philadelphia.	Total.
January..	4,544	32,883	1,426	2,643	41,496
February	7,351	44,397	1,144	1,532	54,424
March	28,418	85,753	3,733	4,904	122,808
April.	30,319	91,904	8,359	3,715	134,297
May.. . . .	53,110	102,729	6,957	7,290	170,086
June.	33,241	85,533	7,694	6,227	132,695
July.	27,221	71,572	6,279	5,567	110,639
August	26,913	88,335	6,251	4,951	126,450
September.. . . .	30,658	129,802	11,870	5,295	177,625
October.. . . .	20,637	109,274	8,821	5,979	144,711
November.. . . .	15,373	84,831	4,819	6,673	111,696
December.. . . .	7,911	66,625	3,393	4,915	82,844
Total	285,696	993,638	70,746	59,691	1,409,771

OUTBOUND.					
Month.	Canadian Ports.	New York.	Boston.	Philadelphia.	Total.
January	2,451	27,922	161	1,155	31,689
February	2,205	25,902	1,239	229	29,575
March	2,767	36,934	1,717	249	41,667
April	3,415	42,111	2,694	685	48,905
May.. . . .	8,062	53,193	3,570	1,549	66,374
June.	10,491	63,991	6,259	2,472	83,213
July.	8,317	54,395	4,729	1,375	68,816
August.. . . .	7,573	43,776	1,764	1,502	54,615
September.. . . .	6,596	35,824	2,513	434	45,367
October.. . . .	7,911	49,450	2,399	1,181	60,941
November.. . . .	16,665	66,422	4,620	1,780	89,487
December.. . . .	12,961	58,729	2,678	1,653	76,021
Total	89,414	558,649	34,343	14,485	696,891

TABLE 3 (4).—Transatlantic Passenger Traffic in- and outbound at Canadian and Northern United States Ports, by Months, 1913.

INBOUND.					
Month.	Canadian Ports.	New York.	Boston.	Philadelphia.	Total.
January.	8,633	37,160	2,387	2,146	50,356
February	9,565	56,336	2,461	3,564	71,926
March.. . . .	27,997	99,475	5,478	4,790	137,740
April.	44,421	127,220	4,768	6,729	183,138
May.. . . .	60,084	127,921	10,475	9,382	207,862
June.	57,013	144,161	10,671	7,780	219,625
July.	39,958	114,118	11,894	8,089	174,059
August.. . . .	34,337	121,672	7,466	6,979	170,454
September.. . . .	25,774	137,257	19,471	8,439	190,941
October.. . . .	21,873	127,365	11,739	6,433	167,410
November.. . . .	10,764	85,649	6,186	5,650	108,069
December.. . . .	7,911	82,436	3,933	4,145	98,425
Total	348,460	1,260,590	96,929	74,126	1,780,105

OUTBOUND.					
Month.	Canadian Ports.	New York.	Boston.	Philadelphia.	Total.
January.	2,835	35,629	580	334	39,388
February	2,662	22,378	1,586	437	27,063
March.. . . .	3,072	29,695	1,277	563	34,607
April.	3,314	38,278	2,507	731	44,830
May.. . . .	9,695	56,379	3,697	1,384	71,155
June.	12,021	60,775	7,566	1,564	81,926
July.	12,404	60,529	6,188	1,421	80,542
August.. . . .	10,162	43,579	2,867	1,154	57,762
September.. . . .	10,441	40,407	3,864	937	55,649
October.. . . .	11,365	41,211	2,849	1,087	56,512
November.. . . .	17,569	52,837	1,577	1,221	83,120
December.. . . .	12,961	65,363	2,831	1,965	83,120
Total	108,501	547,060	37,389	12,918	705,868

TABLE 3 (5).—Transatlantic Passenger Traffic in- and outbound at Canadian and Northern United States Ports by Months, 1914.

INBOUND.					
Month.	Canadian Ports.	New York.	Boston.	Philadelphia.	Total.
January.	4,259	38,281	2,350	2,631	47,521
February	5,797	41,656	1,976	2,257	51,686
March.	18,338	85,634	5,994	3,843	113,809
April.	26,409	112,584	6,025	5,852	150,870
May.	28,946	98,395	9,712	4,651	141,704
June.	18,552	62,817	9,045	3,717	94,131
July.	14,749	56,207	5,822	2,961	79,639
August.	15,546	49,924	5,166	2,537	73,173
September.	13,289	51,346	7,155	1,623	73,413
October.	4,049	39,195	2,818	1,053	47,115
November.	3,324	21,824	1,834	698	27,680
December.	1,635	17,328	672	349	19,984
Total	151,893	675,191	58,569	32,172	917,825
OUTBOUND.					
January.	4,550	35,572	1,481	473	42,076
February	3,575	26,851	1,030	442	31,898
March.	4,323	41,589	1,798	708	48,418
April.	5,620	46,223	3,609	583	57,035
May.	14,533	76,207	4,431	1,648	96,819
June.	15,162	81,886	10,601	2,455	110,104
July.	12,709	71,237	6,067	1,664	91,677
August.	9,344	26,475	1,997	1,819	39,635
September.	6,973	29,404	806	889	38,072
October.	5,945	32,108	2,847	723	41,623
November.	6,579	34,249	5,075	1,001	50,904
December.	5,916	26,941	2,167	1,296	36,320
Total	95,229	528,742	41,909	13,201	679,081

TABLE 3 (6).—Transatlantic Passenger Traffic in- and outbound at Canadian and Northern United States Ports by Months, 1915.

INBOUND.					
Month.	Canadian Ports.	New York.	Boston.	Philadelphia.	Total.
January.	841	11,323	481	66	12,761
February	1,616	9,935	603	71	12,225
March.	2,530	16,150	825	.....	19,505
April.	2,761	16,421	2,538	510.	22,230
May.	3,065	19,466	1,358	.....	23,889
June.	2,688	13,084	623	272	16,687
July.	1,859	12,778	934	40	14,711
August.	2,191	14,286	1,125	.....	17,602
September.	1,939	15,832	763	.....	18,534
October.	2,856	16,247	1,000	.....	20,103
November.	2,858	12,352	655	.....	15,865
December.	1,384	8,181	1,353	.....	10,918
Total	26,588	166,055	12,258	959	204,980
OUTBOUND.					
January.	3,672	14,042	735	570	18,319
February	5,580	11,115	767	58	17,520
March.	3,172	9,750	646	114	13,682
April.	7,244	11,812	690	.....	19,746
May.	9,051	14,007	522	223	23,803
June.	15,373	18,790	632	500	34,295
July.	9,470	20,987	890	930	32,277
August.	8,050	27,588	1,528	.....	37,166
September.	6,961	26,788	1,265	.....	35,014
October.	7,556	22,443	996	.....	30,995
November.	7,450	19,032	1,926	28,408
December.	5,907	12,691	1,035	18,633
Total	89,486	209,045	11,632	2,395	309,858

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TABLE 4.—In- and outbound Transatlantic Passenger Traffic at all Canadian Ports (Monthly), 1910.

INBOUND.					
Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.
January..	19	195	835	3,531	4,561
February..	17	185	1,378	5,397	7,960
March..	28	414	4,282	13,532	18,228
April..	30	843	6,392	23,290	30,525
May	42	937	8,287	28,930	38,154
June..	43	1,198	7,029	22,195	30,422
July..	41	1,424	5,990	14,751	22,165
August..	42	2,369	6,385	13,890	22,644
September	38	3,290	6,847	14,464	24,601
October..	41	1,338	6,656	12,370	20,364
November	34	557	2,642	8,273	11,472
December	26	283	1,280	4,289	5,952
Total	401	13,033	58,003	164,078	235,114
OUTBOUND.					
January..	12	200	496	1,189	1,885
February..	15	185	424	936	1,545
March..	16	151	389	922	1,462
April..	21	362	838	1,135	2,335
May..	32	910	2,458	2,201	5,569
June..	34	1,959	4,349	2,453	8,761
July..	38	1,767	3,768	3,354	8,889
August..	31	796	1,697	2,711	5,204
September	36	1,055	1,895	3,227	6,177
October..	34	563	1,434	3,567	5,564
November	29	437	1,555	5,473	7,465
December	23	452	1,923	7,098	9,473
Total	321	8,837	21,166	34,266	64,269

Steamship reports.

TABLE 4 (2).—In- and outbound Transatlantic Passenger Traffic at all Canadian Ports (Monthly), 1911.

INBOUND.					
Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.
January..	15	179	869	2,773	3,821
February..	20	293	2,150	5,358	7,801
March..	33	743	7,889	20,840	29,472
April..	28	909	6,240	27,196	34,345
May..	52	995	10,326	36,152	47,473
June..	45	979	8,006	21,518	30,503
July..	42	1,893	6,970	15,511	24,374
August..	33	1,670	5,882	9,607	17,159
September	44	3,519	9,114	15,583	28,216
October..	42	1,156	6,903	10,856	18,915
November	33	431	2,397	6,418	9,253
December	16	295	1,035	3,912	5,242
Total	403	13,069	67,781	175,724	256,574

OUTBOUND.						
Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Dept.	Total.
January..	9	195	418	1,261	63	1,937
February..	10	174	441	1,126	107	1,848
March..	21	219	561	1,429	92	2,301
April..	22	543	1,033	1,729	110	3,415
May..	31	1,106	3,190	3,613	110	8,019
June..	35	2,162	4,428	5,121	132	11,844
July..	35	1,083	4,230	3,996	140	9,449
August..	30	757	1,803	3,514	89	6,163
September..	34	792	1,984	4,369	98	7,243
October	31	568	1,591	4,567	89	6,815
November..	26	475	1,695	8,255	79	10,504
December..	15	425	2,814	7,388	60	10,687
Total..	299	8,500	24,188	46,368	1,169	80,225

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TABLE 4 (3).—In- and outbound Transatlantic Passenger Traffic at all Canadian Ports (Monthly), 1912.

INBOUND.					
Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.
January..	19	225	1,034	3,285	4,544
February..	18	353	1,803	5,195	7,351
March..	30	741	6,245	21,432	28,418
April..	24	619	5,005	24,695	30,319
May..	50	1,166	11,941	40,903	53,110
June..	39	1,218	8,151	23,872	33,241
July..	44	1,319	6,537	19,365	27,221
August..	41	2,135	8,098	16,380	26,913
September..	46	2,629	9,443	18,586	30,658
October..	38	1,052	6,711	12,874	20,637
November..	38	565	3,463	11,345	15,373
December..	25	263	1,445	6,203	7,911
Total	412	12,585	68,976	204,135	285,696

OUTBOUND.						
Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Dept.	Total
January	11	175	510	1,681	85	2,451
February.. .. .	13	245	513	1,390	57	2,205
March.	18	254	601	1,825	87	2,767
April.. .. .	22	543	1,033	1,729	110	3,415
May	36	1,067	3,203	3,662	130	8,062
June.. .. .	34	1,702	4,963	3,726	100	10,491
July.. .. .	28	1,120	3,442	3,603	92	8,317
August.	34	847	2,596	3,996	134	7,573
September.	31	754	2,077	3,637	128	6,596
October.. .. .	33	666	1,752	5,386	107	7,911
November.	30	496	2,353	13,698	118	16,665
December.	17	502	3,102	9,291	66	12,961
Total.. .. .	307	8,371	26,145	53,684	1,214	89,414

TABLE 4 (4).—In- and outbound Transatlantic Passenger Traffic at all Canadian Ports (Monthly), 1913.

INBOUND.					
Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.
January..	25	304	1,994	6,365	8,663
February..	27	321	2,517	6,727	9,565
March..	33	647	6,941	20,409	27,997
April..	45	850	9,567	34,004	44,421
May	57	1,336	10,928	47,920	60,084
June..	59	1,232	10,781	45,000	57,013
July..	50	1,305	8,065	30,588	39,958
August	48	2,659	10,059	21,619	34,337
September	44	2,263	9,174	14,337	25,774
October..	47	1,135	6,957	13,781	21,873
November	36	445	2,989	7,330	10,764
December	25	263	1,445	6,203	7,911
Total	496	12,760	81,417	254,283	348,460

OUTBOUND.						
Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Dept.	Total.
January	14	257	621	1,896	61	2,835
February.. .. .	14	247	562	1,775	78	2,662
March.. .. .	21	298	801	1,886	87	3,072
April.. .. .	20	409	916	1,930	59	3,314
May.	37	1,145	3,778	4,621	151	9,695
June	26	1,754	5,493	4,597	177	12,021
July	35	1,442	4,611	5,962	389	12,404
August.	36	732	2,648	6,547	235	10,162
September.	33	868	2,509	6,888	176	10,441
October	31	640	2,214	8,363	148	11,365
November.	31	415	2,846	14,076	232	17,569
December.	17	502	3,102	9,291	66	12,961
Total.	315	8,709	30,101	67,832	1,859	108,501

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TABLE 4 (5).—Summary, 1910-13, Transatlantic Passenger Traffic.

	Inbound.		Outbound.		Ratio of outbound passenger vessels to inbound
	Total Number of vessels carrying passengers	Average Number of passengers	Total Number of vessels carrying passengers.	Average Number of passengers.	
Canada.....	1,712	657	1,242	275	72.54
United States.....	5,702	848	5,280	460	92.59 to 100

TABLE 5.—Transatlantic Passenger Movement, Montreal and Quebec, 1911.

INBOUND PASSENGERS.						
Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.	Passengers per Steamer.
April	4	290	1,235	2,501	4,026	1,006
May	45	936	9,953	33,729	44,618	991
June	38	894	7,671	20,574	29,142	767
July	38	1,813	6,892	15,021	23,726	888
August	29	1,605	5,771	9,932	17,308	597
September	39	3,378	8,871	14,947	27,196	699
October	38	1,118	6,918	10,375	18,411	485
November	21	344	1,935	4,711	6,990	333
Total	252	10,378	49,249	111,790	171,417	Av. 716

OUTBOUND PASSENGERS.						
Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.	Passengers per Steamer.
April	31	1,106	3,190	3,613	8,019	259
May	30	2,163	4,428	5,121	11,844	395
June	30	1,083	4,230	3,996	9,449	315
July	30	757	1,803	3,514	6,165	205
August	34	792	1,884	4,469	7,243	213
September	31	768	1,591	4,567	6,815	220
October	25	438	1,549	7,650	9,715	389
Total	221	6,907	18,675	32,830	59,248	Av. 271

Steamship reports.

TABLE 5 (2).—Transatlantic Passenger Movement, Montreal and Quebec, 1912.

INBOUND PASSENGERS.						
Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.	Passengers per Steamer.
May	43	1,141	10,739	36,701	48,581	1,129
June	33	1,162	8,212	22,077	31,451	953
July	38	1,144	8,114	17,520	26,778	705
August	30	2,264	7,958	14,323	24,545	818
September	39	2,367	9,251	15,008	26,626	683
October	34	1,016	6,667	11,015	19,188	566
November	26	465	2,780	7,271	10,456	402
Total	248	9,385	51,861	125,205	186,451	Av. 778

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TABLE 5 (2).—Transatlantic Passenger Movement, etc.—Continued.

OUTBOUND PASSENGERS.							
Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Dept.	Total.	Passengers per Steamer.
May	31	909	2,721	3,075	126	6,831	217
June.. .. .	34	1,702	4,963	3,726	100	10,491	308
July.. .. .	28	1,120	3,442	3,663	92	8,317	297
August	34	847	2,596	3,996	134	7,573	222
September	31	754	2,077	3,647	128	6,606	213
October.. .. .	33	666	1,752	5,186	107	7,811	240
November	28	480	2,130	12,213	98	14,921	532
Total.	219	6,478	19,681	35,506	713	62,550	Av. 261

TABLE 5 (3).—Transatlantic Passenger Movement, Montreal and Quebec, 1913.

INBOUND PASSENGERS.						
Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.	Passengers per Steamer.
April.. .. .	7	72	1,739	5,416	7,227	1,032
May.	40	1,302	9,836	37,680	48,818	1,220
June	41	1,208	10,255	35,673	47,136	1,150
July	40	1,282	7,871	25,706	34,859	871
August.	41	2,604	9,781	19,802	32,187	785
September.	38	2,220	8,975	13,139	24,334	641
October.	37	1,093	6,729	11,753	19,575	529
November.	26	402	2,640	5,037	8,079	311
Total.. .. .	270	10,183	57,826	154,206	222,215	Av. 817

OUTBOUND PASSENGERS.							
Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Dept.	Total.	Passengers per Steamer.
April.. .. .	..	.....	.....	.....	...	.....	—
May.. .. .	35	1,049	3,640	4,306	145	9,140	260
June.. .. .	26	1,754	5,493	4,597	177	12,021	470
July.. .. .	35	1,442	4,611	5,962	389	12,404	354
August	36	732	2,748	6,547	235	10,262	282
September	33	868	2,509	6,888	176	10,441	316
October.. .. .	31	440	2,214	8,163	148	11,165	528
November	31	415	2,846	14,076	232	17,569	566
Total.	227	6,518	24,061	50,539	2,502	83,002	Av. 397

TABLE 5 (4).—Transatlantic Passenger Movement, Montreal and Quebec, 1914.

INBOUND PASSENGERS.						
Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.	Passengers per Steamer.
April	6	19	1,009	2,423	3,451	572
May.	39	1,078	6,834	18,977	26,889	690
June	37	814	5,028	11,733	17,575	475
July	33	924	4,665	8,703	14,292	433
August.	26	1,919	8,007	5,002	14,928	574
September	21	2,693	6,314	4,205	13,212	629
October	10	240	1,865	1,886	3,991	399
November.	11	127	1,603	1,415	3,145	286
Total.	183	7,814	35,325	54,344	97,483	Av. 507

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TABLE 5 (4).—Transatlantic Passenger Movement, etc.—Continued.

OUTBOUND PASSENGERS.							
Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Dept.	Total.	Passengers per Steamer.
April.. .. .	..	.....	.....	.....	...	.....	—
May.. .. .	39	771	4,379	7,625	392	13,167	338
June.. .. .	35	1,426	5,583	7,677	380	15,066	431
July.. .. .	28	1,009	3,851	7,550	299	12,709	454
August.. .. .	28	540	1,837	6,846	121	9,344	333
September.. .. .	11	223	673	6,072	5	6,973	634
October.. .. .	11	65	1,561	4,268	51	5,945	540
November.. .. .	10	106	1,247	5,150	62	6,565	656
December.. .. .	1	19	129	601	5	754	754
Total.	163	4,159	19,260	45,789	1,315	70,523	Av. 517

TABLE 5 (5).—Transatlantic Passenger Movement, Montreal and Quebec, 1915.

INBOUND PASSENGERS.						
Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.	Passengers per Steamer.
May.	10	26	1,325	1,703	3,065	306
June	12	63	1,198	1,427	2,688	224
July	10	48	873	938	1,859	186
August	9	35	1,094	1,062	2,191	243
September.	9	....	852	1,087	1,939	215
October	8	....	1,027	1,829	2,856	357
November.	7	....	555	1,541	2,096	299
Total.	65	172	6,294	9,587	16,694	Av. 261

OUTBOUND PASSENGERS.							
Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Dept.	Total.	Passengers per Steamer.
May.. .. .	8	47	1,351	7,653	..	9,051	1,131
June.. .. .	13	314	1,583	13,424	52	15,373	1,184
July.. .. .	10	257	1,561	7,565	87	9,470	947
August	10	174	998	6,855	23	8,050	805
September	8	57	803	6,076	25	6,961	879
October.. .. .	9	86	808	6,653	9	7,556	839
November	9	53	1,125	6,242	30	7,450	828
Total.	67	988	8,229	54,468	226	63,911	Av. 943

TABLE 5 (6).—Summary 1911-15, Transatlantic Passenger Traffic.

	Inbound.		Outbound.		Ratio of outbound passenger vessels to inbound.
	Total Number of vessels carrying passengers.	Average Number of passengers.	Total Number of vessels carrying passengers.	Average Number of passengers.	
Montreal and Quebec	1,018	616	897	478	87.13 to 100

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TABLE 6.—Transatlantic Passenger Movement, Halifax and St. John, 1911.

INBOUND PASSENGERS.					
Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.
January..	15	179	869	2,773	3,821
February	20	293	2,150	5,358	7,801
March..	33	743	7,889	20,840	29,472
April.	24	619	5,005	24,695	30,319
May..	7	59	373	2,423	2,855
June..	7	85	332	944	1,361
July..	4	80	78	490	648
August..	4	65	111	475	651
September..	5	141	243	636	1,020
October..	4	38	85	531	654
November..	12	94	462	1,707	2,263
December..	16	295	1,035	3,912	5,242
Total..	151	2,691	18,632	64,784	86,107

OUTBOUND PASSENGERS.						
Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Dept.	Total.
January	9	195	418	1,261	63	1,937
February.	10	174	441	1,126	107	1,848
March.	21	219	561	1,429	92	2,301
April..	22	543	1,033	1,729	110	3,415
May .. . . . .	..	..	..	..	..	—
June.. . . . .	..	..	..	..	..	—
July.. . . . .	..	..	..	..	..	—
August .. . . . .	..	..	..	..	..	—
September .. . . . .	..	..	..	..	..	—
October .. . . . .	..	..	..	..	..	—
November	1	37	146	605	1	789
December	15	425	2,314	7,388	60	10,187
Total	78	1,593	4,913	13,538	433	20,477

Steamship reports.

TABLE 6 (2).—Transatlantic Passenger Movement, Halifax and St. John, 1914.

INBOUND PASSENGERS.					
Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.
January.	19	225	1,034	3,285	4,544
February..	18	353	1,803	5,195	7,351
March..	30	741	6,445	21,132	28,318
April.	34	760	7,539	29,746	38,045
May..	7	25	302	4,202	4,529
June..	6	56	141	1,825	2,022
July..	6	75	173	1,845	2,093
August..	6	81	140	2,057	2,278
September..	7	105	192	2,888	3,185
October.	4	36	154	1,259	1,449
November..	12	160	683	4,074	4,917
December..	25	263	1,445	6,203	7,911
Total..	174	2,880	20,051	83,711	106,642

OUTBOUND PASSENGERS.						
Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Dept.	Total.
January..	11	175	510	1,681	85	2,451
February.	13	245	513	1,390	57	2,205
March.	18	254	601	1,825	87	2,767
April..	24	457	701	1,860	101	3,119
May	5	158	482	687	4	1,331
June.. . . . .	..	..	..	..	..	—
July.. . . . .	..	..	..	..	..	—
August.. . . . .	..	..	..	..	..	—
September.. . . . .	..	..	..	..	..	—
October .. . . . .	..	..	..	..	..	—
November	2	26	223	1,487	20	1,754
December	17	502	3,102	9,291	66	12,961
Total	90	1,817	6,132	18,219	420	26,588

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TABLE 6 (3).—Transatlantic Passenger Movement, Halifax and St. John, 1913.

INBOUND PASSENGERS.						
Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.	
January.	25	304	1,894	6,365	8,563	
February.	17	321	2,517	6,727	9,565	
March.. . . .	33	647	7,131	20,409	28,187	
April.	38	778	7,828	28,588	37,194	
May.. . . .	17	34	302	10,240	11,266	
June.. . . .	18	24	526	9,327	9,877	
July.. . . .	10	23	194	4,882	5,099	
August.. . . .	7	55	278	1,817	2,150	
September.. . . .	6	43	199	1,198	1,440	
October.. . . .	10	42	228	2,028	2,298	
November.. . . .	10	43	349	2,293	2,685	
December.. . . .	31	247	1,333	5,817	7,397	
Total.. . . .	222	2,561	23,469	99,691	125,721	

OUTBOUND PASSENGERS.						
Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Dept.	Total.
January.. . . .	14	257	621	1,896	61	2,835
February.	14	247	562	1,775	78	2,662
March.	21	298	801	1,886	87	3,072
April.. . . .	20	407	916	1,930	59	3,314
May.	2	96	138	315	6	555
June.. . . .	..	..	..	..	..	—
July.. . . .	..	..	..	..	..	—
August.. . . .	..	..	..	..	..	—
September. . . . .	..	..	..	..	..	—
October. . . . .	..	..	..	..	..	—
November. . . . .	..	..	..	..	..	—
December.	19	202	2,630	12,473	154	15,549
Total.	90	1,599	5,668	20,275	445	27,987

TABLE 6 (4).—Transatlantic Passenger Movement, Halifax and St. John, 1914.

INBOUND PASSENGERS.					
Month.	No. of Steamers.	Saloon.	2nd.	3rd	Total.
January.	26	269	925	3,065	4,259
February.	26	218	1,703	2,876	4,807
March	41	502	4,959	12,877	18,338
April.	36	413	4,393	18,152	22,958
May	9	70	204	1,783	2,057
June	6	33	256	688	977
July.	4	19	117	321	457
August.	4	67	248	303	618
September	2	40	17	20	77
October.	1	14	19	25	58
November	4	8	35	136	179
December	12	96	674	865	1,635
Total.	171	1,749	13,550	41,111	56,410

OUTBOUND PASSENGERS.						
Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Dept.	Total.
January.	20	297	722	3,295	236	4,550
February.	18	190	714	2,529	142	3,575
March.	20	242	907	2,988	179	4,323
April.	26	348	1,274	3,756	242	5,620
May	3	66	402	858	40	1,366
June.	2	14	63	19	..	96
July. . . . .	..	..	..	..	..	..
August . . . . .	..	..	..	..	..	..
September . . . . .	..	..	..	..	..	..
October. . . . .	..	..	..	..	..	..
November	1	..	14	14
December	7	67	944	1,141	4	2,162
Total	97	1,231	5,010	17,586	879	24,706

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TABLE 6 (5).—Transatlantic Passenger Movement, Halifax and St. John, 1915.

INBOUND PASSENGERS.					
Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Total.
January.	8	40	319	482	841
February.. . . .	9	38	621	957	1,616
March.. . . .	8	13	864	1,653	2,530
April.	8	39	917	1,805	2,761
May.. . . .	..	.....	.....	.....	—
June.. . . .	..	.....	.....	.....	—
July.. . . .	..	.....	.....	.....	—
August.. . . .	..	.....	.....	.....	—
September.. . . .	..	.....	.....	.....	—
October.. . . .	..	.....	.....	.....	—
November.. . . .	2	.....	128	634	762
December.. . . .	6	.....	473	911	1,384
Total	41	130	3,322	6,442	9,894

OUTBOUND PASSENGERS.						
Month.	No. of Steamers.	Saloon.	2nd.	3rd.	Dept.	Total.
January.. . . .	10	150	628	2,841	53	3,672
February.	9	129	824	4,594	33	5,580
March	7	37	633	2,427	75	3,172
April.. . . .	9	186	1,055	5,926	77	7,244
May. . . . .	..	.....	.....	.....	.....	—
June. . . . .	..	.....	.....	.....	.....	—
July. . . . .	..	.....	.....	.....	.....	—
August . . . . .	..	.....	.....	.....	.....	—
September . . . . .	..	.....	.....	.....	.....	—
October.. . . .	..	.....	.....	.....	.....	—
November . . . . .	..	.....	.....	.....	.....	—
December	6	.....	1,116	4,755	36	5,907
Total	41	502	4,256	20,543	274	25,575

TABLE 6 (6).—Summary, 1911-15, Transatlantic Passenger Traffic.

	Inbound.		Outbound.		Ratio of outbound passenger vessels to inbound.
	Total Number of vessels carrying passengers.	Average Number of passengers.	Total Number of vessels carrying passengers.	Average Number of passengers.	
Halifax and St. John.....	759	506	396	316	52.17 to 100

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TABLE 7.—Destination of Inbound Passenger Traffic at Canadian Ports, Fiscal Years April, 1910, to March, 1915

STEERAGE, IMMIGRANTS, TOURISTS, AND RETURNED CANADIANS.

1910-1911.				
Destination.	To Canada.	To United States.	Total.	Per cent to United States.
North Sydney..	2,477	1,110	3,587	31·0
Halifax..	1,976	68	2,044	3·3
St. John..	1,307	59	1,366	4·3
Quebec..	7,581	2,946	10,527	28·0
Total..	13,341	4,183	17,524	23·9
1911-1912.				
North Sydney..	2,499	1,013	3,512	28·8
Halifax..	3,144	72	3,216	2·2
St. John..	1,188	59	1,247	4·7
Quebec..	8,353	2,091	10,444	20·1
Total..	15,184	3,235	18,419	17·5
1912-1913.				
North Sydney..	3,071	1,082	4,153	26·1
Halifax..	2,669	53	2,722	1·9
St. John..	1,182	50	1,232	4·1
Quebec..	8,143	1,532	9,675	15·8
Total..	15,065	2,717	17,782	15·3
1913-1914.				
North Sydney..	4,003	1,141	5,144	22·2
Halifax..	2,548	82	2,630	3·1
St. John..	944	26	970	2·7
Quebec..	8,810	1,434	10,244	14·0
Total..	16,305	2,683	18,988	14·0
1914-1915.				
North Sydney..	2,674	895	3,569	25·1
Halifax..	1,269	118	1,387	8·5
St. John..	640	4	644	0·6
Quebec..	4,827	3,011	7,838	38·4
Total..	16,305	2,683	18,988	14·1

* Including Victoria and Vancouver.
Annual reports, Immigration Branch.

TABLE 7 (2).—Destination of Inbound Passenger Traffic at Canadian Ports, Fiscal Years April, 1910, to March, 1915

STEERAGE, IMMIGRANTS, TOURISTS, AND RETURNED CANADIANS.

1910-1911.				
Destination.	To Canada.	To United States.	Total.	Per cent to United States.
North Sydney..	5,363	1,990	7,353	27·1
Halifax..	40,352	5,724	46,076	12·4
St. John..	26,492	3,536	30,028	10·6
Quebec..	127,153	24,560	151,713	16·1
Total..	199,360	35,810	235,170	15·2
1911-1912.				
North Sydney..	4,890	1,261	6,151	20·5
Halifax..	41,171	4,010	45,181	8·95
St. John..	20,355	1,974	32,329	6·1
Quebec..	146,334	15,956	162,290	9·8
Total..	222,750	23,201	245,951	8·95

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TABLE 7 (2).—Destination of Inbound Passenger Traffic, etc.—*Con.*
STEERAGE, IMMIGRANTS, TOURISTS, AND RETURNED CANADIANS.—*Con.*

Destination.	1912-1913.			
	To Canada.	To United States.	Total.	Per cent to United States.
North Sydney..	6,015	1,342	7,357	21.1
Halifax..	59,854	9,562	69,416	13.5
St. John..	29,073	2,604	31,677	8.2
Quebec..	160,856	15,227	176,083	8.6
Total..	255,798	28,735	284,533	10.1
1913-1914.				
North Sydney..	5,750	1,553	7,303	21.2
Halifax..	64,232	10,828	75,060	14.4
St. John..	20,416	2,437	22,853	10.6
Quebec..	185,783	29,849	215,632	13.8
Total..	276,181	44,667	320,948	13.9
1914-1915.				
North Sydney..	3,554	1,251	4,805	26.0
Halifax..	19,956	2,946	22,902	12.8
St. John..	9,091	680	9,771	7.0
Quebec..	76,359	14,574	90,933	16.1
Total..	108,960	19,451	128,411	15.15

TABLE 8.—Arrivals of Ocean Passengers Destined to Canada at United States Ports, by Months—April, 1910, to March, 1915.

PORT OF PORTLAND, MAINE.

Month.	Saloon passengers.	Steerage Passengers.				Total Saloon and Steerage.
		Immi- grants.	Tourists.	Returned Canadians.	Total Steerage.	
1910.						
April	14	1,295	3	208	1,506	1,520
May						
June.....						
July.....						
August						
September.....						
October						
November.....	4	153			153	157
December.....		239	2	25	266	266
1911.						
January...		196	4	29	229	229
February..	1	471	4	101	576	577
March.....	36	1,285	6	153	1,444	1,480
April.....	20	2,375	6	135	2,516	2,536
May.....						
June.....						
July.....						
August						
September						
October....						
November		277	3	15	295	295
December...	5	242	2	24	268	273

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PORT OF PORTLAND, MAINE.—*Concluded.*

Month.	Saloon passengers.	Steerage Passengers.				Total Saloon and Steerage.	
		Immi- grants.	Tourists.	Returned Canadians.	Total Steerage.		
1912.							
January	32	565	8	111	685	685	
February		488	5	156	649	649	
March		2,906	13	422	3,341	3,341	
April		7,162	30	595	7,787	7,819	
May							
June							
July							
August							
September							
October							
November			147		10	157	157
December			665	17	65	747	747
1913.							
January	29	507	1	76	584	584	
February		811	8	265	1,084	1,084	
March		5,743	18	729	6,490	6,490	
April		9,703	15	778	10,496	10,525	
May		1,527	8	137	1,672	1,672	
June		4	1,064		36	1,100	1,104
July			27		3	30	30
August							
September							
October							
November			185	1	17	203	203
December		1	468	11	96	575	576
1914.							
January	9	40		31	71	71	
February		181		152	333	333	
March		912	15	590	1,517	1,526	
April		2	2,347	14	587	2,913	2,915
May							
June							
July							
August							
September							
October							
November							
December			02	3	16	39	39
1915.							
January	1	10		13	23	24	
February	1	19		34	53	54	
March		15		21	36	36	

Returns furnished by the Immigration Branch.

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TABLE 9.—Arrivals of Ocean Passengers Destined to Canada at United States Ports, by Months—April, 1910, to March, 1915.

PORT OF BOSTON, MASS.

Month.	Saloon passengers.	Steerage Passengers.				Total Saloon and Steerage.
		Immi- grants	Tourists.	Returned Canadians.	Total Steerage.	
1910.						
April.....						
May.....		217		12	229	229
June.....		126	8	16	150	150
July.....		29		5	34	34
August.....		77	11	43	131	131
September.....	10	88	4	18	110	120
October.....	19	37		4	41	60
November.....		14			14	14
December.....		32		2	34	34
1911.						
January.....		5		1	6	6
February.....		58		11	69	69
March.....		73		19	92	92
April.....	6	637		38	675	681
May.....	10	294		30	324	334
June.....		96		19	115	115
July.....		27	1	24	52	52
August.....		61			61	61
September.....		96	1	33	130	130
October.....		40	3	32	75	75
November.....	3	79		15	94	97
December.....		33	2		35	35
1912.						
January.....	2	30		2	32	34
February.....	11	6		10	16	27
March.....		533		53	586	586
April.....	31	458	1	123	582	613
May.....	27	244	9	98	331	358
June.....	11	259		63	322	333
July.....	27	165	3	72	240	267
August.....	31	115	14	38	167	198
September.....	19	170	1	33	204	223
October.....	21	111		17	128	149
November.....	12	65		10	75	87
December.....	8	67		4	71	79
1913.						
January.....	8	46	1	9	56	64
February.....	8	50		26	76	84
March.....		82	7	28	117	117
April.....	24	859		157	1,016	1,040
May.....	35	467	8	94	569	604
June.....	11	372		63	435	446
July.....	21	297	7	61	365	386
August.....	19	65	8	28	101	120
September.....	26	122	5	45	172	198
October.....	20	116	2	32	150	170
November.....	5	55		5	60	65
December.....		40		22	62	62

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PORT OF BOSTON, MASS.—*Concluded.*

Month.	Saloon passengers.	Steerage Passengers.				Total Saloon and Steerage.
		Immi-grants.	Tourists.	Returned Canadians.	Total Steerage.	
1914.						
January	4	23	5	23	51	55
February	3	18	1	45	64	67
March.....	7	108	1	70	179	186
April	21	77		72	149	170
May.....	42	650	7	174	831	873
June.....	13	66	3	46	115	128
July	56	63	20	22	105	161
August	30	314	4	90	408	438
September	46	38		38	76	122
October	13	24	1	60	85	98
November	8	12		14	26	34
December.....	6	27	2	44	73	79
1915.						
January		5	2	15	22	22
February		4	2	4	10	10
March	2	6		6	12	14

Returns from Immigration Branch.

TABLE 10.—Arrivals of Ocean Passengers Destined to Canada at United States Ports, by Months—April, 1910, to March, 1915.

PORT OF NEW YORK, N.Y

Month.	Saloon passengers.	Steerage Passengers.				Total Saloon and Steerage.
		Immi-grants.	Tourists.	Returned Canadians.	Total Steerage.	
1910.						
April		3,652				
May		2,243				
June		1,022				
July.....		562				
August	123	707	17	80	804	927
September.....	150	627	16	85	728	878
October.....	122	463	56	65	584	706
November	77	461		53	514	591
December	162	426		117	543	705
1911.						
January.....	109	308	6	92	406	515
February.....	164	431	4	109	544	708
March.....	190	1,755	1	347	2,103	2,299
April	242	3,650	65	614	4,329	4,571
May	152	2,041	18	376	2,435	2,587
June.....	201	935	61	218	1,214	1,415
July....	205	538	19	234	791	996
August.....	179	511	26	222	759	938
September.....	216	479	74	252	805	1,021
October.....	121	560	37	233	830	951
November.....	163	538	24	156	718	881
December	286	763	19	205	987	1,273

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TABLE 10.—Arrival of Ocean Passengers Destined to Canada, etc.—*Con.*PORT OF NEW YORK, N.Y.—*Concluded.*

Month.	Saloon passengers.	Steerage Passengers.				Total Saloon and Steerage.
		Immi- grants.	Tourists.	Returned Canadians.	Total Steerage.	
1912.						
January	285	537	28	210	785	1,068
February	332	583	20	372	975	1,307
March	267	3,109	32	752	3,893	4,160
April	239	4,375	37	995	5,407	5,646
May	256	3,328	48	695	4,071	4,327
June	167	2,372	23	351	2,926	3,093
July	136	1,234	47	301	1,582	1,718
August	326	1,405	31	436	1,872	2,198
September	182	1,356	23	412	1,791	1,973
October	199	1,904	19	343	2,266	2,465
November	139	825	18	262	1,105	1,224
December	259	947	2	223	1,172	1,431
1913.						
January	77	524	4	293	821	898
February	246	1,318	12	404	1,734	1,980
March	321	3,981	18	1,154	5,153	5,474
April	390	8,224	20	1,577	9,821	10,211
May	508	5,576	26	1,102	6,704	7,212
June	259	3,259	81	510	3,850	4,109
July	315	1,815	9	298	2,122	2,437
August	314	1,277	64	430	1,771	2,085
September	294	801	13	352	1,166	1,460
October	327	1,020	20	269	1,309	1,636
November	230	613	14	230	857	1,087
December	204	637	16	272	925	1,129
1914.						
January	242	344	8	311	663	905
February	206	377	19	423	819	1,025
March	345	1,511	26	942	2,479	2,824
April	416	3,892	20	1,180	5,092	5,508
May	402	2,895	21	924	3,840	4,242
June	325	1,112	47	479	1,638	1,863
July	306	632	21	308	961	1,267
August	173	320	12	381	713	886
September	102	153		347	500	602
October	220	326	7	564	897	1,117
November	127	246	6	286	538	665
December	120	182	16	219	417	537
1915.						
January	76	94	6	161	261	337
February	119	123	14	264	401	520
March	122	232	7	432	671	793
1910-11.						
1910-11	1,097	12,657	100	948	13,705	14,802
1911-12	2,649	14,244	423	3,852	18,519	21,168
1912-13	2,547	23,569	282	5,869	29,720	32,267
1913-14	3,634	25,454	316	6,716	32,486	36,120
1914-15	2,058	10,207	177	5,545	15,929	18,437

Returns furnished by the Immigration Branch.

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TABLE 11.—Arrivals of Ocean Passengers Destined to Canada at United States Ports,
April, 1910, to March, 1915.

PORT OF BALTIMORE, Md.

Month.	Saloon passengers.	Steerage Passengers.				Total Saloon and Steerage.
		Immi- grants.	Tourists.	Returned Canadians.	Total Steerage.	
1910.						
April		1			1	1
May						
June		1			1	1
July		3			3	3
August		1			1	1
September		13			13	13
October						
November		1			1	1
December		1			1	1
1911.						
January		1		1	2	2
February		6			6	6
March						
April		1			1	1
May						
June		1			1	1
July.....		2			2	2
August		6			6	6
September		1			1	1
October		2			2	2
November				2		
December		27		3	30	30
1912.						
January		10			10	10
February						
March.....		31		2	33	33
April		81		1	82	82
May		10			10	10
June		11			11	11
July.....		1			1	1
August						
September						
October						
November						
December		18			18	18
1913.						
January						
February						
March						
April.....						
May						
June		10			10	10
July.....						
August		1			1	1
September						
October						
November.....						
December		14			14	14

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PORT OF BALTIMORE, Md.—*Concluded.*

Month.	Saloon passengers.	Steerage Passengers.				Total Saloon and Steerage.
		Immigrants.	Tourists.	Returned Canadians.	Total Steerage.	
1914.						
January						
February		4			4	4
March		4			4	4
April		15		3	18	18
May		19			19	19
June						
July						
August		15			15	15
September						
October						
November						
December						
1915.						
January						
February						
March						

Returns from Immigration Branch.

TABLE 12.—Arrivals of Ocean Passengers Destined to Canada at United States Ports, April, 1910, to March, 1915.

PORT OF PHILADELPHIA, Pa.

Month.	Saloon passengers.	Steerage Passengers.				Total Saloon and Steerage.
		Immigrants.	Tourists.	Returned Canadians.	Total Steerage.	
1910.						
April...		489		1	490	490
May		88			88	88
June		4			4	4
July		11			11	11
August		3			3	3
September		10			10	10
October		12			12	12
November		6			6	6
December		4			4	4
1911.						
January		3			3	3
February		3			3	3
March		17			17	17
April		53			53	53
May		123		1	124	124
June		2			2	2
July.....		4			4	4
August		5			5	5
September		10			10	10
October		5			5	5
November		11			11	11
December		12			12	12

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TABLE 12.—Arrival of Ocean Passengers Destined to Canada, etc.—*Con.*

PORT OF PHILADELPHIA, Pa.—*Concluded.*

Month.	Saloon Passengers.	Steerage Passengers.				Total Saloon and Passenger.
		Immi- grants.	Tourists.	Returned Canadians.	Total Steerage.	
1912.						
January		81		1	82	82
February		18			18	18
March		47	2		49	49
April		27			27	27
May		130			130	130
June		90			90	90
July		5			5	5
August		5			5	5
September						
October		13			13	13
November		1			1	1
December		11			11	11
1913.						
January		3		1	4	4
February		8			8	8
March		8			8	8
April		460		1	461	461
May	7	130		3	133	140
June		42		1	43	43
July		41		7	48	48
August		24			24	24
September		20			20	20
October		7		7	14	14
November						
December		40		1	41	41
1914.						
January		15		1	16	16
February	8	1		1	2	10
March	10	38		5	43	53
April	1	48		7	55	56
May		17		2	19	19
June						
July.....	2	3			3	5
August		8		6	14	14
September		11		8	19	19
October						
November	4					4
December						
1915.						
January						
February						
March.....						

Returns from Immigration Branch.

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TABLE 13.—Transatlantic Immigration and Passenger movement through Canadian Atlantic Ports, July, 1910, to June, 1914.

	Years ending June 30.		
	1911-12.	1912-13.	1913-14.
<i>Canadian Immigration Reports</i>			
Immigration to Canada, via Quebec, St. John and Halifax.....	191,614	241,997	145,556
Immigration to United States via Quebec, St. John & Halifax.....	21,120	33,615	34,573
Immigration to Canada and United States via Quebec, St. John and Halifax	212,734	275,612	180,129
Total inbound passenger traffic at Quebec, St. John and Halifax.....	264,200	330,694	240,389
Inbound traffic to the United States at Quebec, St. John and Halifax	23,816	37,170	36,115
<i>Reports of Transatlantic Passenger Movement</i>			
Total inbound Transatlantic passenger traffic at Quebec, St. John and Halifax.....	267,868	336,356	242,404
Total outbound Transatlantic passenger traffic at Quebec, St. John and Halifax	79,756	106,026	125,253
Excess of inbound traffic at Quebec, St. John and Halifax.....	188,112	230,330	117,151
<i>United States Immigration Reports—</i>			
Inbound traffic through Canadian Atlantic Ports to United States..	29,152	52,435	51,310
Outbound traffic through Canadian Atlantic Ports from United States.	12,675	11,805	13,682
Excess of inbound traffic through Canadian Atlantic Ports to United States	16,477	40,630	37,628
Immigrants to United States through Canadian Atlantic Ports..	15,443	28,776	30,791

CANADIAN IMMIGRATION.

Certain tables on immigration returns are here presented, and also a sketch diagram representing for the fiscal year 1913-14 the main routes of the total immigration to Canada in that year, with the proportion arriving by each route. Table 14 gives the details of the arrivals of immigrants by these different routes by months for the period beginning April, 1910, to March, 1915.

Table 15 shows by months for the same period the destination by provinces of immigrants arriving at Atlantic ports, distinguishing direct immigration through Canadian ports and indirect immigration to Canada through United States ports. Table 16 is a summary by years of table 15, showing in addition the percentage of the total immigration which arrived via United States Atlantic ports.

Table 17 gives the arrivals of immigrants at each Canadian port for the same period, showing separately the number destined to Canada and the number destined to the United States with the percentage of the latter to the total arrivals at each port.

Table 18 gives the percentage of the total immigration to Canada via Atlantic ports destined to each province and table 19 gives the percentage of the total immigration to Canada arriving by each of the principal United States and Canadian Atlantic ports with percentages of the total direct and the total indirect arrivals.

Table 19 gives the percentage by ports of the total Canadian immigration arriving by all principal eastern ocean ports.

From table 14 it will be seen that the Canadian Atlantic ports are the chief gateways of immigration to Canada, having received during the fiscal years 1910-11 to 1914-15 over 86 per cent of all immigrants to Canada arriving by ocean ports and over 56 per cent of the total immigrant arrivals to Canada, including in the total immigrants of United States origin. The month of May is the month of the largest immigration through ocean ports, while the month of April tends to be the largest month for arrivals of immigrants from the United States. The United States ports received the largest

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numbers of immigrants destined to Canada in the months of March and April, but with the opening of the St. Lawrence route the numbers using United States routes rapidly decline. On the other hand, the St. Lawrence route carries by far the greatest proportion of immigrants destined to the United States which use the Canadian routes, as shown by the figures in table 17. The percentages for the whole period covered in this table of total immigration through each of the chief Canadian Atlantic ports, which was destined to the United States, show that 50.39 per cent of all immigrant arrivals at North Sydney were in transit to the United States, and at Halifax 14.59 per cent, at St. John 10.74 per cent, and at Quebec 14.69 per cent.

The total arrivals at Canadian ports of immigrants destined to the United States for the above period was 150,392 (table 17), while the total arrivals at United States Atlantic ports of immigrants destined to Canada in the same period was 139,051. That is to say, indirect traffic is fairly well balanced and over a longer period would probably be found to be practically equal. This is no doubt due to the general agreements between steamship companies in the North Atlantic trade covering steerage passenger business. The important point is that the Canadian routes handle a total number of immigrant passengers approximately equal to the total number of immigrants destined to Canada. The immigrant business of the Canadian routes has therefore been limited by the numbers of immigrants destined to Canada and has to meet the problem of the movement of this traffic in the form of a sharp peak in the month of May.

It has already been pointed out that official Canadian statistics do not report passengers departing from Canada, but only passengers arriving. There is a regular outflow of population. In the summary to table number 4 it will be seen that in the years 1910-13, 798,220 third-class passengers arrived at Canadian Atlantic ports, but that counting the numbers of deported no less than 206,392 third-class passengers departed from Canada, so that the net gain in this period was only a little over 74 per cent of what the figures for the total arrivals might seem to indicate. During the same years 276,177 second-class passengers arrived and 101,600 departed, and of saloon passengers the arrivals totaled 51,447 and the departures 34,417. The total of all classes of passengers arriving was 1,025,844 and the departures were 342,409, or a little over one-third. These figures take no account of passengers from Canada to Europe which sailed from United States ports, but the information necessary to distinguish in the outbound movement the passengers from Canada using United States ports and passengers from the United States using Canadian ports is not at present available. In table 4 it appears that the months of departure of the largest numbers of third-class passengers from Canada are November and December and that the departure of second-class passengers are considerable also in the same months. This suggests a flow of labour due to the seasonal nature of employment, and if the ocean traffic figures were supplemented by returns of movement across the border into the United States some important light might be thrown on the labour problem in Canada.

The distribution of immigrant arrivals through Atlantic ports by provinces of destination as shown in tables 15, 16, and 18 is of distinct interest. The smallest percentage of immigration was destined to the Maritime Provinces and during the period covered this percentage rather showed a tendency to decline. The proportion destined to the province of Quebec was not only larger than that to any other province except Ontario, but showed a marked tendency to increase. The percentage destined to Ontario ranged from 35.65 per cent to 39.45 per cent and the tendency was slightly upward. The proportion destined to the three Prairie Provinces was smaller than probably was popularly understood and tended slightly to decrease. In 1910-11 the three Prairie Provinces received only 31.90 per cent, while in 1914 the percentage had been reduced to 27.42. British Columbia received a steadily declining percentage of the whole.

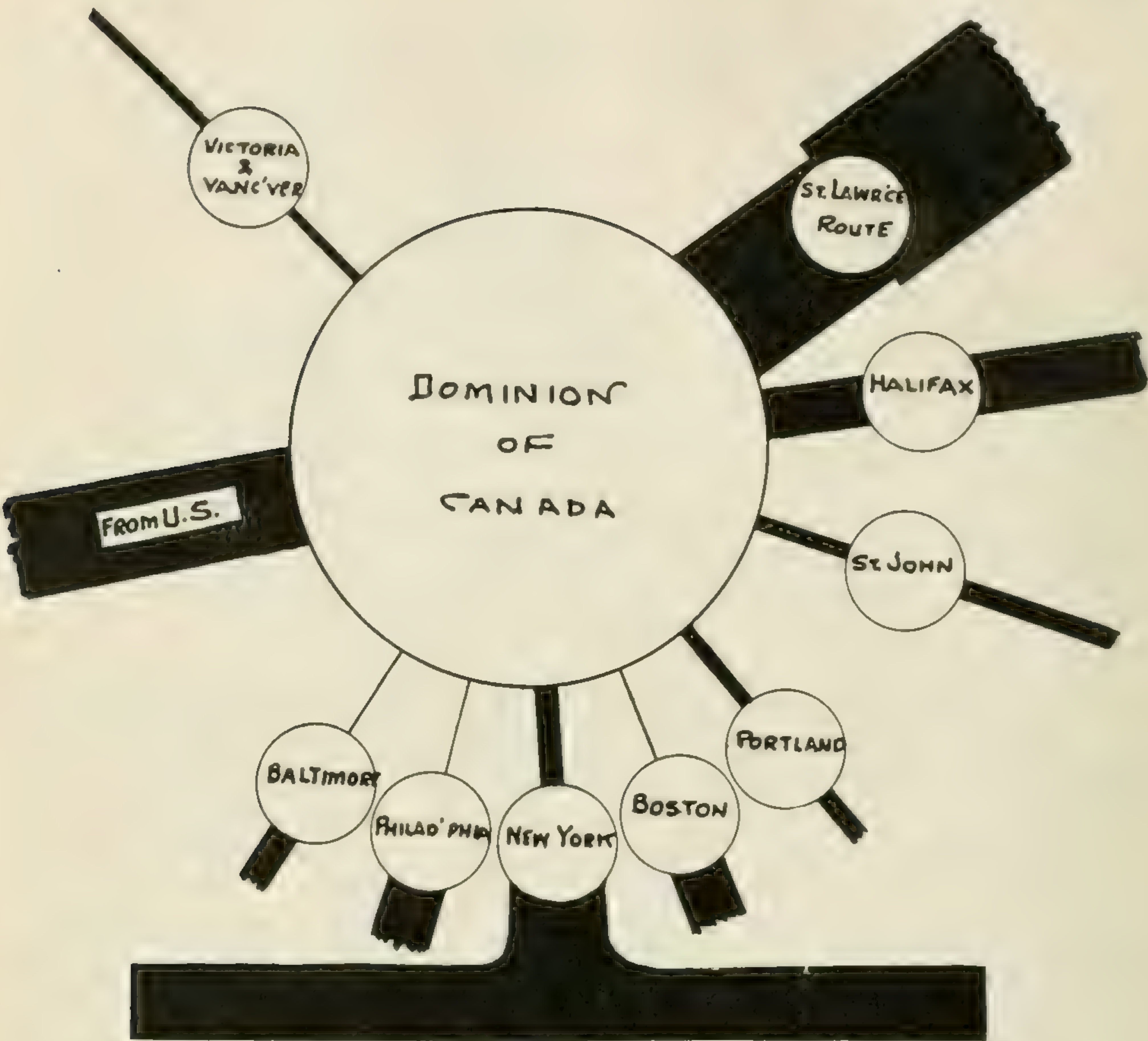


TABLE 14.—Canadian Immigration, by routes, each month, April, 1910, to March, 1915.

Month.	Via all ocean ports.	Via Canadian Atlantic ports.	Via Victoria and Vancouver.	Via United States ports.	From United States.	Total.
1910.						
April.	27,819	21,860	522	5,437	20,363	48,182
May.	33,395	30,307	540	2,548	14,194	47,589
June.....	23,639	21,569	917	1,153	10,943	34,582
July.....	16,019	14,893	521	605	9,199	25,218
August...	14,287	12,799	700	788	10,490	24,777
September.	13,778	12,263	777	738	10,256	24,034
October.....	13,592	12,570	510	512	9,801	24,393
November.....	8,098	7,192	271	635	7,207	15,296
December.....	4,906	3,976	428	502	5,249	10,155
1911.						
January.....	3,146	2,206	427	513	4,315	7,461
February.....	5,816	4,554	293	969	4,889	10,705
March.....	25,147	21,478	539	3,130	14,545	38,692
Total.....	189,633	165,437	6,466	17,730	121,451	311,084

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TABLE 14.—Canadian Immigration, by routes, etc.—*Continued.*

Month.	Via all ocean ports.	Via Canadian Atlantic ports.	Via Victoria and Vancouver.	Via United States ports.	From United States.	Total.
April ..	35,283	27,863	700	6,716	16,397	51,680
May ..	46,060	42,517	1,085	2,458	15,370	61,430
June.....	27,973	25,936	903	1,034	12,035	40,008
July ..	18,609	16,940	1,098	571	11,012	29,621
August ..	13,096	11,934	579	583	17,019	30,115
September.	17,593	16,261	746	586	11,484	29,077
October ..	13,646	12,773	466	607	10,256	23,902
November ..	7,946	6,179	962	905	8,113	16,059
December.	4,945	3,520	348	1,077	5,679	10,624
1912.						311
January.....	3,848	2,383	242	1,223	4,341	8,189
February.....	5,389	4,109	185	1,095	5,752	11,141
March.....	26,139	19,122	391	6,626	16,252	42,291
Total	220,527	189,441	7,605	23,481	133,710	354,237
April.	41,437	28,736	598	12,103	21,494	62,931
May.	48,421	43,790	919	3,712	18,101	66,522
June.....	32,145	43,281	1,132	2,732	13,748	45,893
July ..	21,739	19,523	811	1,405	12,557	34,296
August ..	19,558	16,808	1,225	1,525	13,309	32,867
September.	20,690	18,624	540	1,526	10,450	31,140
October....	16,711	13,823	860	2,038	10,481	27,192
November ..	12,322	10,505	789	1,038	7,895	20,217
December.	7,262	5,171	483	1,708	5,763	13,025
1913.						
January.....	5,872	4,364	428	1,080	5,028	10,900
February.....	6,776	4,181	408	2,187	5,572	12,348
March.....	30,490	20,140	536	9,814	14,611	45,101
Total	263,423	213,836	8,729	40,858	139,009	402,432
April.....	54,025	33,767	1,012	19,246	19,260	73,285
May ..	58,892	49,850	1,342	7,700	14,247	73,138
June.....	52,292	46,123	1,422	4,747	11,491	63,783
July ..	31,658	28,656	822	2,180	9,042	40,700
August ..	22,140	19,875	898	1,367	9,681	31,821
September.	15,323	13,982	398	943	9,159	24,482
October....	13,183	11,673	367	1,143	7,450	20,633
November.	7,044	6,872	319	853	5,942	12,986
December.	5,393	3,957	237	1,199	4,268	9,661
1914.						
January ..	2,472	1,906	144	422	3,398	5,870
February.....	3,114	2,431	102	581	3,468	6,608
March ..	11,787	8,897	317	2,573	10,124	21,911
Total	272,348	227,014	7,380	42,954	107,530	384,878
April.....	23,686	16,587	720	6,379	11,748	35,434
May ..	23,754	19,571	602	3,581	8,965	32,719
June.....	14,431	12,835	418	1,178	7,573	22,004
July ..	8,830	8,010	122	698	6,644	15,474
August.....	4,728	3,964	107	657	5,372	10,100
September.	2,956	2,725	29	202	3,330	6,286
October....	1,959	1,560	49	350	3,408	5,367
November.	1,642	1,352	32	258	2,579	4,221
December.	886	614	43	229	2,050	2,936
1915.						
January.....	362	237	16	109	1,887	2,249
February.....	592	424	32	146	1,975	2,567
March.....	1,184	898	33	253	4,248	5,432
Total	85,010	68,767	2,203	14,040	59,779	144,789

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TABLE 15.—Destination by Provinces of Canadian Immigration and United States Atlantic Ports by Months, April, 1910, to March, 1915.

Months.	Maritime Provinces.		Quebec.		Ontario.		Manitoba.		Saskatchewan.		Alberta.		British Columbia.	
	Can. U.S.		Can. U.S.		Can. U.S.		Can. U.S.		Can. U.S.		Can. U.S.		Can. U.S.	
	Can.	U.S.	Can.	U.S.	Can.	U.S.	Can.	U.S.	Can.	U.S.	Can.	U.S.	Can.	U.S.
1910.														
April	1,478	175	2,165	1,455	3,620	7,248	1,954	9,202	4,269	740	5,009	2,328	2,714	386
May	1,092	26	5,460	443	5,903	10,401	1,227	11,628	5,336	245	5,581	2,790	2,906	116
June	1,014	20	3,688	257	3,945	7,029	555	7,584	3,827	74	3,901	2,064	2,126	62
July	530	20	2,644	110	2,754	5,527	316	5,843	2,132	42	2,174	1,266	1,285	19
August	579	19	2,405	216	2,621	4,683	383	5,066	1,855	28	1,883	860	880	20
September	589	7	2,271	170	2,441	4,589	364	4,953	1,525	36	1,561	781	800	28
October	689	17	2,446	86	2,532	4,672	218	4,890	1,371	36	1,407	856	894	38
November	707	11	1,327	181	1,511	2,525	220	2,745	775	50	825	497	545	48
December	563	4	504	209	773	1,250	302	1,552	404	49	453	274	312	38
1911.														
January	272	11	358	142	500	780	205	985	251	52	303	156	184	19
February	328	2	625	209	834	1,594	310	1,934	513	125	638	400	469	66
March	1,048	24	1,641	564	2,205	7,711	1,207	8,918	3,743	374	4,117	2,363	2,562	206
April	1,710	43	3,163	1,683	4,846	9,906	2,679	12,585	5,434	931	6,365	2,502	2,880	378
May	1,204	30	7,536	651	8,187	14,822	973	15,795	7,428	267	7,695	3,323	3,484	161
June	1,030	20	3,867	275	4,142	9,088	459	9,547	4,034	87	4,121	2,519	2,569	50
July	640	7	2,546	168	2,714	6,388	232	6,620	2,828	49	2,877	1,489	1,524	35
August	684	8	1,978	140	2,118	449	268	4,717	1,611	44	1,655	1,057	1,089	32
September	1,022	22	2,740	154	2,894	6,004	211	6,215	2,152	63	2,215	1,182	1,225	43
October	593	9	2,253	136	2,383	4,912	288	5,200	1,416	37	1,453	960	998	38
November	535	19	1,163	189	1,352	2,225	373	2,598	742	99	841	476	536	60
December	328	15	590	257	847	1,456	447	1,903	405	95	500	147	242	95
1912.														
January	217	21	426	222	748	952	451	1,403	272	146	418	151	243	92
February	277	15	656	200	856	1,688	465	2,153	481	112	593	329	400	71
March	1,121	62	2,445	1,127	3,572	6,739	3,020	9,759	3,138	742	3,880	2,418	2,934	516
April	1,399	73	4,409	2,857	7,266	10,970	4,929	15,899	4,922	1,591	6,513	2,515	3,424	909
May	1,192	80	8,656	1,197	9,853	15,983	1,758	17,741	7,609	196	7,805	3,641	3,768	127
June	1,092	26	4,630	853	5,483	10,804	1,198	12,002	4,286	135	4,421	2,376	2,566	190
July	1,042	22	3,190	394	3,684	7,640	547	8,187	2,614	73	2,690	1,568	1,687	119
August	1,065	7	3,156	387	3,543	6,287	758	7,045	2,212	82	2,294	1,296	1,351	55
September	1,908	18	3,722	473	4,195	7,773	715	8,488	2,036	69	2,105	1,224	1,267	43
October	618	26	2,944	610	3,554	5,370	894	6,264	1,537	91	1,628	899	1,020	121

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November	979	11	970	2,240	203	2,413	3,876	153	1,329	1,068	89	1,157	826	733	888	733	86	793	131	927
December	588	13	601	1,220	445	1,665	1,707	723	2,430	496	157	653	344	315	481	315	107	401	126	527
1913																				
January	425	11	436	829	277	1,103	1,598	438	2,036	501	97	598	299	264	335	264	101	451	120	571
February	485	5	490	742	486	1,228	1,510	955	2,465	406	171	577	290	354	408	354	171	394	281	675
March	1,995	160	2,155	2,179	2,058	4,237	6,986	4,359	11,345	2,906	920	3,826	2,395	1,730	3,133	1,730	626	1,951	952	2,903
April...	2,413	166	2,479	6,566	4,745	11,311	10,802	7,880	18,682	4,834	2,268	7,102	3,616	3,296	5,046	3,296	1,596	2,340	1,161	3,501
May...	883	109	992	13,932	1,674	14,906	17,939	3,694	21,633	7,204	619	7,823	3,898	3,532	4,337	3,532	449	3,161	719	3,880
June...	1,421	48	1,469	12,559	1,118	13,677	16,552	2,561	19,115	6,659	326	6,985	3,229	2,954	3,423	2,954	200	2,749	298	3,047
July	1,057	44	1,101	8,134	652	8,786	10,653	1,101	11,753	3,469	118	3,587	1,870	1,854	1,937	1,854	79	1,620	199	1,739
August	923	31	954	4,352	301	4,653	8,516	702	9,248	2,290	90	2,380	1,153	1,387	1,207	1,387	80	1,224	109	1,333
September	1,441	6	650	3,347	212	3,559	5,773	452	6,225	1,430	65	1,486	789	977	658	977	31	1,011	116	1,127
October	565	48	612	2,609	217	2,826	5,141	509	5,641	1,039	84	1,127	689	710	759	710	126	920	96	1,016
November	342	10	352	1,349	212	1,561	2,476	376	2,852	560	40	606	436	375	516	375	76	335	59	394
December	475	30	505	888	356	1,241	1,581	559	1,940	424	74	498	330	282	393	282	54	177	63	240
1914																				
January	234	36	270	424	102	520	668	136	804	246	32	272	157	111	195	111	39	72	39	111
February	186	27	191	483	126	669	773	276	1,045	340	57	397	226	258	258	258	43	188	51	239
March	515	35	550	1,157	435	1,592	3,310	1,064	4,774	1,215	217	1,462	1,198	897	1,446	897	223	575	341	916
April...	1,414	48	1,462	3,222	1,720	4,942	5,807	3,055	8,862	2,244	427	2,651	1,468	1,444	1,807	1,444	323	1,018	467	1,485
May	818	45	893	4,912	1,207	6,119	7,407	1,679	9,086	2,382	175	2,557	1,550	1,568	1,682	1,568	139	1,807	203	1,037
June	610	30	640	2,756	274	3,030	4,873	565	5,438	1,768	105	1,813	1,212	1,024	1,290	1,024	43	651	83	734
July	265	14	309	1,644	119	1,763	3,119	315	3,134	1,064	80	1,684	881	614	954	614	55	453	42	495
August	245	11	254	779	132	911	1,591	240	1,831	450	93	543	295	316	382	316	70	290	24	314
September	8	11	98	570	32	602	1,315	119	1,434	183	9	192	174	182	185	182	11	214	9	223
October	611	7	68	319	83	402	558	131	689	141	39	170	132	140	162	140	23	209	37	246
November	74	2	74	291	58	349	554	93	647	107	18	125	116	98	141	98	36	112	26	138
December	88	11	99	97	50	153	221	99	326	56	12	68	46	50	60	50	20	56	17	73
1915																				
January	34	1	35	55	25	80	85	67	152	10	25	12	19	16	24	16	3	18	6	24
February	35	2	37	59	47	106	173	57	230	33	3	36	43	35	50	35	17	36	13	49
March	66	5	65	49	34	83	428	117	545	93	42	135	150	73	161	73	19	45	25	70

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TABLE 16.—Destination of Immigrant Traffic at Canadian Atlantic Ports, fiscal years, April, 1910, to March, 1915.

1910-1911.				
Destination.	To Canada.	To United States.	Total.	Per cent to United States.
North Sydney..	2,718	1,640	4,358	37·7
Halifax..	33,658	5,721	39,379	14·5
St. John..	22,441	3,524	25,965	13·6
Quebec..	106,621	24,298	130,919	18·6
Total..	165,438	35,183	200,621	17·5
1911-12.				
North Sydney..	2,845	1,210	4,055	29·8
Halifax..	34,874	3,996	38,870	10·3
St. John..	25,772	1,954	27,726	7·1
Quebec..	125,950	15,530	141,480	11·0
Total..	169,441	22,690	212,131	10·7
1912-1913.				
North Sydney..	1,182	1,333	2,515	53·0
Halifax..	51,727	9,494	61,221	15·5
St. John..	24,163	2,603	26,766	9·7
Quebec..	136,764	15,217	151,981	10·0
Total..	213,836	28,647	242,483	11·8
1913-1914.				
North Sydney..	665	1,425	2,090	68·2
Halifax..	52,794	10,819	63,613	17·0
St. John..	15,619	2,437	18,056	13·5
Quebec..	157,936	29,780	187,716	15·9
Total..	227,014	44,461	211,475	21·0
1914-1915.				
North Sydney..	447	1,247	1,694	73·6
Halifax..	19,956	2,946	22,902	12·8
St. John..	5,042	680	5,722	11·9
Quebec..	49,431	14,538	63,969	22·7
Total..	64,876	19,411	94,287	20·6

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TABLE 17.—Destination by Provinces of Canadian Immigration via Canadian and United States Ports, fiscal years, 1910-11 to 1914-15.

1910-1911.				
Province.	Via Canadian Atlantic Ports.	Via United States Atlantic Ports.	Total.	Per cent via United States Ports.
Maritime Provinces..	8,887	336	9,223	3·64
Quebec..	25,594	4,045	29,639	13·65
Ontario..	58,009	7,291	65,300	11·16
Manitoba..	26,001	1,851	27,852	6·64
Saskatchewan..	14,647	1,046	15,693	6·65
Alberta..	13,681	1,184	14,865	7·96
British Columbia..	18,610	1,973	20,583	9·59
1911-12.				
Maritime Provinces..	9,341	271	9,612	2·82
Quebec..	29,363	5,296	34,659	15·28
Ontario..	68,629	9,866	78,495	12·58
Manitoba..	29,941	2,672	32,613	8·20
Saskatchewan..	16,553	1,571	18,124	8·67
Alberta..	15,837	1,494	17,331	8·62
British Columbia..	19,766	2,309	22,075	10·45

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TABLE 17.—Destination by Provinces of Canadian Immigration, etc.—*Continued.*

Province.	1912-1913.			
	Via Canadian Atlantic Ports.	Via United States Atlantic Ports.	Total.	Per cent via United States Ports.
Maritime Provinces	11,768	452	12,220	3.70
Quebec.. .. .	38,014	10,240	48,254	20.14
Ontario.. .. .	80,504	17,827	98,331	18.18
Manitoba.. .. .	30,596	3,671	34,267	10.72
Saskatchewan.. .. .	17,674	2,654	20,328	13.06
Alberta.. .. .	16,901	2,562	19,463	13.17
British Columbia.. .. .	18,379	3,449	21,828	15.79
1913-1914.				
Maritime Provinces	9,561	565	10,126	5.58
Quebec.. .. .	55,100	10,150	65,250	15.55
Ontario.. .. .	84,014	19,293	103,307	18.65
Manitoba.. .. .	29,734	3,981	33,715	11.80
Saskatchewan.. .. .	17,600	2,796	20,396	13.70
Alberta.. .. .	16,633	2,996	19,629	20.38
British Columbia.. .. .	14,372	3,171	17,543	18.08
1914-1915.				
Maritime Provinces	3,819	187	4,006	4.67
Quebec.. .. .	14,735	3,787	18,540	20.42
Ontario.. .. .	26,131	6,537	32,668	20.01
Manitoba.. .. .	8,391	1,005	9,396	10.70
Saskatchewan.. .. .	6,086	812	6,898	11.77
Alberta.. .. .	5,650	759	6,409	11.85
British Columbia.. .. .	3,936	952	4,888	19.08

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TABLE 18.—Percentage Distribution of Canadian Immigration via Atlantic Ports by Province of Destination.

	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.
Maritime Provinces	5.04	4.51	4.80	3.75	4.84
Quebec	16.18	16.28	18.95	24.17	22.38
Ontario	35.65	36.87	38.61	38.26	39.45
Manitoba	15.21	15.32	13.46	12.49	11.35
Saskatchewan	8.57	8.51	7.98	7.55	8.33
Alberta	8.12	8.14	7.64	7.27	7.74
British Columbia.....	11.23	10.37	8.57	6.50	5.90

TABLE 19.—Percentage Distribution by Ports of total Immigration via Eastern Ocean Ports.

Port.	1908-09.	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.
North Sydney	2.84	1.48	1.34	0.46	0.25	0.54
Halifax	16.15	18.35	16.38	20.33	19.56	16.72
St. John	15.88	12.25	12.10	9.49	5.79	6.08
Quebec	52.22	58.22	59.18	53.72	58.55	59.72
Total direct.....	87.09	90.30	89.00	84.00	84.15	83.07
Portland	1.91	1.99	3.21	5.95	5.23	2.91
Boston	0.80	0.42	0.91	0.72	0.94	1.55
New York	10.02	6.92	6.68	9.30	9.36	12.45
Philadelphia	0.05	0.36	0.17	0.02	0.31	0.01
Baltimore	0.02	0.01	0.03	0.01	0.01	0.01
Total indirect	12.91	9.70	11.00	16.00	15.85	16.93

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STEAMSHIP SUBSIDIES.

Under this heading there are presented:

1. Table 20 a summary statement of the direct aid to shipping paid by leading maritime nations and table 21 a summary of the indirect aid granted by the same countries. The facts and figures are compiled from information available covering in most cases the calendar year 1913 or the fiscal year 1912-13.

2. Table 22 giving for the years 1912-13 to 1914-15. the numbers of sailings inward and outward at all Canadian ports from and to the principal countries of the world with the total registered tonnage of shipping in each case. This table is of general interest as giving a summary view of the extent and distribution of shipping to and from Canadian ports.

3. Table 23 showing for the years 1911, 1912, and 1913 the numbers of passengers carried inbound and outbound by vessels receiving Canadian subsidies and also by non-subsidized vessels, grouped according to lines and showing the total amount of subsidy paid to each line.

4. Table 24 showing for the years 1911-1914 numbers of round trips in each service by each subsidized company with the average tons of freight, the average number of mail bags and the average number of passengers and of live-stock carried on each trip and the subsidy paid.

5. Table 25 showing the ratios westbound and eastbound of transatlantic passenger traffic in subsidized and non-subsidized vessels, that is, giving the load factor in each of these classes of vessels by companies and also the average load factor for each company.

6. Table 26 a summary of freight carried outbound by subsidized vessels in the transatlantic services and distinguishing freight of Canadian origin and freight of United States origin.

7. Table 27 giving by months the cargoes inward and outward at Montreal in the transatlantic service for the years 1911, 1912 and 1913.

8. Table 28 giving a summary of grain cargoes carried in subsidized and non-subsidized vessels for the years 1911, 1912 and 1913 by companies and distinguishing in each case the quantity carried in the summer service and in the winter service.

Canada in 1913 paid under the head of mail subsidies and steamship subventions the large total amount of \$2,193,903. France, under the three headings of direct bounty, navigation bounty, and postal subventions paid in 1912, \$10,718,576. Japan for the year 1911 had paid under various heads a total of \$6,805,334. These two countries have been the most heavily subsidizing countries in the world. There follow in order Austria-Hungary, United States, Great Britain, Canada and Germany. Relatively to the amount of traffic and the extent of the steamship services, Canada's subsidies have been very much greater than those of the United States or Great Britain, while it is interesting to note that they were before the war more than twice as great as those paid by Germany. The direct aid granted would, however, have to be studied in connection with the various forms of indirect assistance as set forth in table 21. Whatever conclusion may be arrived at as to Canada's grants comparatively, there is no doubt that Canada has been making a very large contribution toward steamship services. The question is whether the expenditure of this money has secured proportionate results and whether the plan on which it is distributed is designed to meet the special needs of Canada's traffic problem. The facts given in tables 23 to 28, inclusive, should furnish material necessary for an intelligent discussion of this question. In table 23, for example, it will be seen that vessels receiving no subsidies carried more passengers inbound than subsidized vessels. During the year 1913, Canadian Northern vessels and also certain vessels of the White Star-Dominion line were included in the subsidy list. These vessels had during the two previous years been operating as non-subsidized vessels and their change from the one

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list to the other gives totals for the subsidized services in 1913 greater both in inbound and outbound passengers than for the non-subsidized services, but in the totals for the three years the non-subsidized services carried more passengers inbound but fewer outbound. Table 25, which gives the ratios of westbound to eastbound transatlantic passenger traffic, shows that on the whole the subsidized vessels obtained a very much more favourable load factor than the non-subsidized vessels. By the summary for all lines it is seen that in the year 1912, for example, the subsidized vessels carried 2.72 passengers inbound for every one passenger carried outbound, while the non-subsidized vessels carried 3.90 inbound for every one outbound, and the relative position of the subsidized liners was still more favourable in the other two years. The subsidized liners seem to have done a regular passenger business almost as favourable in its load factor as the business at leading United States ports, while the non-subsidized liners carried the peaks of the load and had a much more irregular business, which becomes still more evident when the number of sailings in and out of the two classes are compared. In the three years the subsidized liners carried passengers inbound on 523 trips and were able to load passengers out on 469 trips, while the non-subsidized vessels loaded passengers inbound on 793 trips, but were able to obtain outbound passenger business on only 465 trips, and both in and out the non-subsidized vessels carried fewer passengers per trip than the subsidized vessels.

Canada's freight problem is to send to Europe every year probably not less than four tons of freight for every one ton of freight she imports from Europe. In the Interim Report, 1916, it was pointed out that Canadian ports handled outward only between two and three tons of freight for every ton inward and that the balance of our outward shipments are distributed among the United States ports. From the totals in table 27 it will be seen that the port of Montreal in the three years 1911, 1912 and 1913 handled from 1.7 to 2.4 tons outward for each ton brought inward. If now the average tons of freight per trip carried by subsidized liners in the Canadian services be examined as set out in table 24 it will be noted that many of the vessels carried very small freight loads and that many had almost equal cargoes inward and outward and perhaps a heavier inward than outward load, and other vessels again were very much better freight carriers and contributed toward moving the excess of outbound freight. It has not been practicable within the time to work out the freight loads of the non-subsidized vessels so that direct comparison between the two classes cannot be made.

Grain has constituted the chief bulk cargo exported by Canada and in table 28 the total quantities of all grains carried by subsidized and by non-subsidized vessels from Canadian ports are shown for the years 1911, 1912 and 1913. From this table it appears that the non-subsidized vessels carried 69,000,000 bushels while the subsidized vessels moved less than 42,000,000. The figures in this table show also the relatively important part played by passenger vessels, that is, by combination liners, in the movement of grain. The passenger vessels, subsidized and non-subsidized, carried some 65,900,000 bushels as against 45,290,000 carried by freight liners.

Class of accommodation, regularity, and speed are proper objects to be considered in public policy as well as freight and passenger carrying capacity. It becomes a question as to what are under given conditions the more important objects to be served and what can afford to be paid for the service desired. If details of the mail matter carried by the Canadian subsidized liners were obtained and the weights of the various classes of mail matter figured at the commercial postal rates for ocean carriage, it would be possible to figure out what Canada has been contributing for the kind of services furnished and the result could be viewed in relation to the passengers and freight carried, which again could be studied in their relation to the freight and passenger load factors presented by Canada's total business.

TABLE 20.—Direct Aid.

Country.	Construc- tion Bounty.	Naviga- tion Bounty.	Postal Subven- tion.	Admiralty Subven- tion.	Colonial Subven- tion.	Mainten- ance Bounty.	Extension of Routes S. S.	Training of Seamen.	Subsidy to Lifeboats.	Total.
France (Year 1912)...	3,441,892	1,893,197	5,383,487							10,718,576
Canada. Calendar 1913..			2,193,903							2,193,903
United States. Fiscal Year 1912-13			Mileage Basis 1,121,409 Weight Basis 1,494,670							
Great Britain.....			1,522,141	729,207	60,831					2,616,079
Austria-Hungary.....	Gross ton S.S. Iron or steel 8.12 Sailing vessels iron or steel 2.84 Wood or combination 2.03		Mileage Basis 1,450,432 Contract Service 876,960			Annual Bounty is paid per gross ton. Austrian S.S. Co. 174,580				2,312,179
Germany.....	Special cus- tom facili- ties goods used S. S. Yds. Prefer- ential R. R. rates.....	263,900								2,765,872
Japan (Year 1911)	547,697	817,000	1,046,010				5,428,240	2,478	9,919	1,046,010 6,805,334

*Mail subsidies and steamship subventions.

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TABLE 21.—Indirect Aid.

Reservation of Coasting Trade.	Exemption from Import Duties.	Preferential Railway Rates.	Loans to Shipowners.	Reimbursements of Canal Dues.	Other Indirect Aid.
<i>Great Britain</i> —Open to the ships of every nation that grants English ships a corresponding privilege.	Since 1849 foreign built ships have been granted the privilege of British Register, and have been admitted free of duty.	As far as can be ascertained the railways of Great Britain grant no Preferential rate.	(One instance only to Cunard S.S. Co. \$12,652,900 loan, 2½ per cent interest repaid in 20 years for building the Lusitania and Mauretania that should be faster than any other vessel and suitable for the use of the Admiralty.		
<i>United States</i> —All the coasting trade is reserved to ships under its flag.	Ship registry act 1914, all foreign built vessels might be exempt by order of President. For United States built ships, all materials necessary for construction, fitting out, equipment, repairs and built for foreign account.				
<i>Germany</i>	Free admission to foreign built seagoing vessels and to foreign built vessels for navigation on the inland waters. Importing free of duty foreign materials for ship building equipment, etc., sea-going and inland.	On ship building materials transported from the interior seet. Preferential Rate (0.066) cents per ton mile. Ordinary tariff (1.37 to 1.76) cents per ton mile. State railways offer reduced rates on practically all export commodities shipped on through bills of lading.			
<i>Japan</i> —Reserve for Japanese vessels.	Import duty of 7.47 on foreign built vessels less than ten years old, 4.98 over ten years. Free admission is not granted to foreign built ships or shipbuilding material. Liberal bounties are paid on ships constructed in Japanese yards.				

TABLE 21.—Indirect Aid.—Concluded.

Reservation of Coasting Trade.	Exemption from Import Duties.	Preferential Railway Rates.	Loans to Shipowners	Reimbursements of Canal Dues.	Other Indirect Aid.
<p><i>Austria</i>—Reserved for ships flying the flag of Austria.</p>	<p>Since March, 1873, all materials for the construction, repair and alteration of vessels have been imported free of duty. Foreign built vessels are admitted free of duty, if registered in Austria-Hungary 1894. All sea-going vessels should be exempted from trade and income taxes for a period of 5 years thereafter and newly constructed sea-going vessels exempt 5 years from date of their registry.</p>	<p>Railways with a circuitous route to compete with a more direct line. Austrian industry to compete with similar industry abroad which is more advantageously situated. Charitable, Educational and Religious establishment.</p>	<p>1891 under mail subvention contract Austral-Lloyd S.S. Co. advance \$609,000 for construction to be repaid without interest in 5 years. Installments of \$121,800. Danube S.S. Co. July 4, 1892, for the maintenance of regular passenger service between points on Danube River, yearly loans from 1891 1900 of 101,500 per year, 1902 101,500, 1903 to 1905—60,900, 1906—121,800, all to be repaid without interest.</p>	<p>Ships under the Austrian flag of Suez Canal dues paid by them. 1908—\$492,500 1909—462,300 1910—492,500</p>	
<p><i>France</i>—With few exceptions coasting trade is reserved for ships under French flag. Limitations to ships of French registry of the entire trade between France and Algeria.</p>	<p>Prior to the Subsidy Law of Jan. 29, 1881, shipbuilding materials were admitted free of duty, since that time import duties are upon foreign built ships and shipbuilding materials.</p>	<p>Railway rates in France are established by law and can neither be raised nor modified without Government sanction. Railways have adopted through rates slightly favouring French navigation companies.</p>	<p>The Government presented to Parliament Jan. 14, 1916, a bill for Government loans to shipbuilding enterprises authorizing the expenditure of \$19,300,000 to be made during the war and during 12 months after peace, interest Bank of France rate. Companies possessing a fleet of 20,000 tons or more 70 per cent of purchase price, smaller fleet, 80 per cent.</p>		

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TABLE 22.—Summary Statement of Seagoing Vessels entered Inwards and entered Outwards from and for Sea from each Country during the fiscal years ended March 31, 1913-14-15.

	Inwards.				Outwards.			
	1912-13.		1913-14.		1912-13.		1913-14.	
	No vessels	Tons registered.	No. vessels.	Tons registered.	No. vessels.	Tons registered.	No. vessels.	Tons registered.
United Kingdom	1,418	5,063,718	1,418	5,028,468	1,188	3,584,918	1,270	3,933,509
Australia	27	107,099	31	154,212	55	187,743	43	189,659
British South Africa	4	6,336	6	6,936	24	69,828	28	69,763
British India	1	2,619	3	9,690	1	2,790		
British East Indies	1	2,686						
British West Indies	220	178,418	241	214,597	105	49,263	84	28,251
British Straits Settlement	1	2,507						
Iakland Islands	1	87						
Fiji Islands	1	2,106	1	2,783	2	976	1	642
Newfoundland	1,274	747,044	1,390	910,560	1,317	791,978	1,520	947,179
Argentina	24	32,356	9	15,184	63	81,933	32	41,751
Azores and Madeira Island	2	4,990	1	1,583			2	685
Belgium	35	139,235	68	343,996	6	11,657	4	16,003
Brazil	8	7,837	22	25,806	18	15,943	5	17,216
Canary Islands	1	1,951	4	10,027	2	789	14	13,295
Chili	18	40,985	6	16,214	6	12,400	7	21,264
China	61	204,765	82	384,863	58	202,852	81	381,073
Cuba	9	9,518	9	15,266	70	46,653	67	37,822
Denmark	2	11,698	12	21,896	2	4,130	4	4,130
Dutch East Indies	2	18,150						
Dutch West Indies	2	144						
France	41	122,703	47	147,196	23	63,120	59	219,092
French Africa	1	3,113		8,136				
Germany	42	143,036	74	277,410	24	74,654	16	38,198
Hawaii	1	33						
Holland	67	235,732	69	281,640	4	9,202	33	91,092
Iceland	4	1,194	1	189				
Italy	5	4,613	34	123,530	4	9,872	13	69,459
Japan	42	151,229	39	133,352	43	145,399	41	138,799
Mediterranean Ports	1	1,950						
Mexico	44	95,008	14	33,392	16	33,135	1	1,135

TABLE 22.—Summary Statement of Seagoing Vessels entered inwards, etc.—Concluded.

	Inwards.						Outwards.					
	1912-13.			1913-14.			1912-13.			1913-14.		
	No. vessels.	Tons registered.	No. vessels.	No. vessels.	Tons registered.	No. vessels.	No. vessels.	Tons registered.	No. vessels.	Tons registered.	No. vessels.	Tons registered.
Norway.....	21	37,325	15		42,121	20	1	2,312	1	858	6	5,023
Philippines.....	1	4,105				1						
Porto Rico.....	1	100					21	2,525	17	1,889	19	3,142
Portugal.....	7	13,206	5		13,002	18	6	3,164	6	11,318	8	15,007
Russia.....	18	69,465	24		95,758	11	1	454			6	18,426
San Domingo.....	6	4,026	20		14,091	15	5	3,463	8	5,536	1	656
St. Pierre.....	97	22,142	111		13,908	117	125	29,581	106	15,676	112	14,116
Sea Fisheries.....	3,030	209,729	2,713		175,697	2,999	3,671	254,926	3,311	247,122	3,592	230,528
Seal Fisheries.....	4	396										
Spain.....	32	31,817	44		44,089	26	1	851			6	11,686
Uruguay.....	2	2,044	2		3,672	5	2	3,039			2	2,289
United States.....	11,476	5,810,878	11,750		6,274,957	10,762	10,630	6,819,408	10,847	7,924,022	9,835	6,084,100
Sea.....	24	26,105	21		23,792	26	26	25,812	24	22,020	28	30,650
British Guiana.....						4	32	45,896	30	53,183	28	74,543
British Oceania (other).....							24	62,525	8	21,910	7	19,317
Haiti.....						1	1	100			1	684
Peru.....			7		14,762	10	1	2,043	3	8,705	1	2,948
Panama.....							1	561				
Gibraltar.....			1		99	4					10	22,398
Austria-Hungary.....			17		90,911	2			2	10,674		
Costa Rica.....			1		167							
Egypt and Soudan.....			2		5,165	4					1	2,659
Ecuador.....			1		2,841	1						
French West Indies.....			2		2,018	1						
Sweden.....			3		5,219	5			1	1,915	2	1,452
United States of Colombia.....			1		1,432							
Portuguese Africa.....									3	8,294	1	1,395
Spanish Africa.....						1			3	1,398		
British West Africa.....												
Bermuda.....						2						
Malta.....						1					1	2,821
Danish West Indies.....						1					1	259
Greece.....						1						
Guatemala.....						1						
Total.....	18,087	13,575,193	18,320	14,982,393	17,182	13,132,944	17,579	12,655,905	17,695	14,586,093	16,730	12,269,642

Trade and Navigation Reports.

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TABLE 23.—Summary of Transatlantic Passenger Traffic at the Ports of Montreal, Halifax, and St. John.

Line		Subsidized.				Non-Subsidized.				Total.			
		Inbound.		Outbound.		Inbound.		Outbound.		Inbound.		Outbound.	
		No.	Passengers.	No.	Passengers.	No.	Passengers.	No.	Passengers.	No.	Passengers.	No.	Passengers.
Allan Line (including two Empresses).	Summer....	80	68,599	80	29,217	18	11,360	17	2,452	98	79,959	96	31,669
	Winter.....	45	33,607	36	12,372	31	9,448	3	281	76	43,055	39	12,653
	1911.....	125	102,206	116	41,589	49	20,808	20	2,733	174	123,014	135	44,322
\$ 752,873 37	Summer....	83	75,240	82	29,611	14	8,065	15	2,359	97	83,305	91	31,970
	Winter.....	55	39,833	46	17,008	20	5,798	5	674	75	45,631	49	17,682
	1912.....	138	115,073	128	46,619	34	13,863	18	3,033	172	128,936	140	49,652
\$ 847,981 16	Summer....	95	88,638	94	43,412	8	4,400	8	1,502	103	93,038	102	44,914
	Winter.....	55	38,724	44	17,063	18	5,232	2	49	73	43,956	46	17,112
	1913.....	150	127,362	138	60,475	26	9,632	10	1,551	176	136,994	148	62,026
Canadian Pacific	Summer....	7	8,053	1		52	21,623	27	3,582	52	21,623	27	3,582
	Winter.....	7	8,053	1		8	6,703	6	576	15	14,756	7	584
	1911.....	7	8,053	1		60	28,326	33	4,158	67	36,379	34	4,166
\$ 15,000 00	Summer....	10	8,390	4		46	25,864	26	3,962	46	25,864	26	3,962
	Winter.....	10	8,390	4	41	7	3,454	3	289	17	11,844	7	330
	1912.....	10	8,390	4	41	53	29,318	29	4,251	65	37,708	33	4,292
\$ 15,000 00	Summer....	14	6,214	1		51	33,138	26	3,186	51	33,138	26	3,186
	Winter.....	14	6,214	1	1	8	3,486	6	920	22	9,700	7	921
	1913.....	14	6,214	1	1	59	36,624	32	4,106	73	42,838	33	4,107
\$ 8,250 00	Summer....	9	3,706	6	197	25	9,659	21	2,643	25	9,659	21	2,643
	Winter.....	9	3,706	6	197	25	9,659	2	588	9	3,706	8	785
	1911.....	9	3,706	6	197	25	9,659	23	3,231	34	13,365	29	3,428
\$ 9,000 00	Summer....	10	4,319	7	496	32	11,912	29	4,197	32	11,912	29	4,197
	Winter.....	10	4,319	7	496	1	122	2	900	11	4,441	9	1,396
	1912.....	10	4,319	7	496	33	12,034	31	5,097	43	16,353	38	5,593

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	Summer....	31	21,257	25	1,557	25	21,257	25	1,557
	Winter 1912.....	48	26,691	2	12	2	26,691	2	12
		79	47,948	27	1,569	27	47,948	27	1,569
	Summer 1913.....	44	37,010	35	5,669	35	37,010	35	5,669
	Winter 1913.....	89	45,971	1	26	1	45,971	1	26
		133	82,981	36	5,695	36	82,981	36	5,695

SUMMARY.

1911.									
Montreal	80	68,599	80	29,217	172	102,818	141	29,295	252
St. John and Halifax	51	45,366	44	12,577	90	40,741	34	7,453	151
Total Canadian Ports	131	113,965	124	41,794	262	143,559	175	36,748	403
1912.									
Montreal	85	75,240	82	29,611	165	111,515	137	32,154	248
St. John and Halifax	75	52,542	55	17,545	98	54,171	33	8,623	173
Total Canadian Ports	158	127,782	137	47,156	263	165,686	170	40,777	421
1913.									
Montreal	128	134,461	136	65,756	132	87,854	101	15,744	270
St. John and Halifax.....	96	62,575	70	25,224	136	63,146	19	2,999	232
Total Canadian Ports.....	234	197,036	206	90,980	268	151,000	120	18,043	502

Steamship Returns.

TABLE 24.—Statistics showing average per trip—east, west and round trip—of steamship traffic, subsidized, and subsidy paid, per calendar years.

Year.	Service.	Owner or agent.	No. of trips.	Tons of freight carried per trip.			Number of mail bags carried per trip.			Number of passengers carried per trip.			Number of live-stock carried per trip.		Subsidy paid.
				East.	West.	Total.	East.	West.	Total.	East.	West.	Total.	East.	West.	
1911	Canada and Great Britain.	Allan Line.	27	2,523	2,783	5,306	1,032	3,065	4,097	426	1,072	1,498			\$414,228 75 Sept. 30
1912			28	4,520	3,415	7,935	1,098	3,349	4,447	539	1,033	1,572			549,168 00
1913			60½	3,629	3,316	6,945	985	1,970	2,955	505	913	1,418			520,921 20
1914			53½	2,567	1,958	4,525	984	2,118	3,102	533	625	1,158			315,403 75 Sept. 30
1911	Canada and Great Britain.	Can. Pacific Ry.	25	2,335	2,225	4,560	2,038	1,282	3,310	717	1,013	1,730			414,228 75 Sept. 30
1912			24	3,140	4,315	7,455	1,613	3,011	4,624	776	1,484	2,260			549,168 00
1913			26½	3,475	4,034	7,509	895	3,216	4,111	806	1,263	2,069			124,228 80
1914			21	2,166	2,534	4,700	2,523	842	3,365	1,210	1,087	2,297			74,052 00 June
1913	Canada and Great Britain.	Can. Nor. Ry.	14	1,362	2,078	3,440	835	997	1,832	555	861	1,446			94,420 80
1914			15½	666	989	1,655	931	1,829	2,750	455	779	1,234			117,265 94
1913	Canada and Great Britain. Summer and Winter.	Oceanic S.S. Service.	16½	5,785	2,978	8,763	762	1,174	1,936	722	1,213	1,935			116,150 20
1914			17	2,556	1,662	4,218	805	939	1,744	591	743	1,334			86,335 50
1911	St. John, Halifax and London. Winter.	Can. Pac. Ry.	12	6,094	4,041	10,135				11	782	793	555		15,000 00
1912			16	5,062	1,574	6,636				18	388	406	70		15,000 00
1913			10	7,658	3,373	11,031				1	440	441			15,000 00
1914			9	7,452	2,622	10,074				15	183	198			13,500 00
1911	Montreal-Quebec and Manchester. St. John-Halifax and Manchester. Summer and Winter.	Manchester Line.	42½	4,306	1,737	6,043							86		35,000 00
1912			40½	6,626	1,947	8,573	2		2				31		35,000 00
1913			44	6,005	1,772	7,777									35,000 00
1914			38	5,438	1,552	6,990									35,000 00
1911	Halifax, St. Johns, Nfld., and Liverpool. Summer and Winter.	Furness Withy Co.	25	3,903	671	4,574				2					20,000 00
1912			23	3,737	805	4,542				1					19,583 33
1913			23	3,864	846	4,710				7½					19,000 00
1914			18½	4,265	666	4,931				10					17,666 00

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TABLE 25.—Ratios, Westbound to Eastbound, Transatlantic Passenger Traffic at Canadian Ports.

Line.	Season.	In Subsidized vessels.	In Non-subsidized vessels.	Total passenger traffic.
Allan Line, including the two Empresses.	Summer.....1911	2.34	4.63	2.52
	Winter.....1911	2.71	33.62	3.40
	Total.....1911	2.45	7.61	2.77
	Summer.....1912	2.53	3.41	2.65
	Winter.....1912	2.34	8.60	2.58
	Total.....1912	2.46	4.57	2.59
	Summer.....1913	2.04	2.92	2.07
	Winter.....1913	2.26	106.77	2.56
	Total.....1913	2.10	6.21	2.20
Canadian Pacific Line.....	Summer.....1911		6.03	6.03
	Winter.....1911	1,006.62	11.63	25.26
	Total.....1911	1,006.62	6.77	8.73
	Summer.....1912		6.52	6.52
	Winter.....1912	204.63	11.95	35.89
	Total.....1912	204.63	6.89	8.78
	Summer.....1913		10.40	10.40
	Winter.....1913	6,214.00	3.78	10.53
	Total.....1913	6,214.00	8.91	10.43
Donaldson Line.....	Summer.....1911		2.14	3.65
	Winter.....1911	18.81		4.72
	Total.....1911	18.81	2.98	3.90
	Summer.....1912		2.83	2.83
	Winter.....1912	8.70	0.13	3.18
	Total.....1912	8.70	2.36	2.92
	Summer.....1913		2.47	2.47
	Winter.....1913	2.47	2.70	2.53
	Total.....1913	2.47	2.49	2.49
White Star-Dominion Line.....	Summer.....1911		2.39	2.39
	Winter.....1911		3.36	3.36
	Total.....1911		2.58	2.58
	Summer.....1912		2.20	2.20
	Winter.....1912		2.56	2.56
	Total.....1912		2.30	2.30
	Summer.....1913	2.02		2.02
	Winter.....1913	2.05	10.82	3.08
	Total.....1913	2.03	10.82	2.27
Canadian Northern Line.....	Summer.....1911		2.06	2.06
	Winter.....1911		1.72	1.72
	Total.....1911		1.95	1.95
	Summer.....1912		2.21	2.21
	Winter.....1912		2.97	2.97
	Total.....1912		2.39	2.39
	Summer.....1913	2.12		2.12
	Winter.....1913	2.16		2.16
	Total.....1913	2.14		2.14

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TABLE 25.—Ratios, Westbound to Eastbound, Transatlantic Passenger Traffic at Canadian Ports—*Continued.*

Line.	Season.	In Subsidized vessels.	In Non-subsidized vessels.	Total passenger traffic.
Miscellaneous Lines .	Summer ..1911		11·61	11·61
	Winter ..1911			
	Total ..1911		18·30	18·30
	Summer ..1912		13·65	13·65
	Winter ..1912	..	2,224·00	2,224·00
	Total ..1912		30·55	30·55
	Summer ..1913		6·52	6·52
	Winter ..1913		176·57	176·57
	Total ..1913		14·57	14·57
All Lines	Summer ..1911	2·34	3·50	2·92
	Winter ..1912	3·60	5·46	4·29
	Total ..1911	2·72	3·90	3·27
	Summer ..1912	2·54	3·46	3·02
	Winter ..1912	2·99	6·28	4·07
	Total.....1912	2·70	4·06	3·34
	Summer ..1913	2·04	5·58	2·72
	Winter.....1913	2·48	27·46	4·56
	Total ..1913	2·16	8·36	3·19

TABLE 26.—Summary of Freight carried by Subsidized Steamship Service.

Year	Service.	Canadian Origin.		United States Origin.		Total.		Total.
		Tons weight.	Tons measure-ment.	Tons weight.	Tons measure-ment.	Tons weight.	Tons measure-ment.	
1912	Montreal, Quebec, Halifax and St. John, to Liverpool and Bristol	68,770	59,636	35,446	14,356	104,216	73,992	178,208
	Halifax and Liverpool	2,022	76,725			2,022	76,725	78,747
	Montreal, Quebec and Manchester.	116,245	56,990	34,644	7,155	150,889	64,145	215,034
	St. John, Dublin and Belfast.	30,137	378	91	36	30,228	414	30,642
	St. John and Glasgow.	56,817		2,219		59,036		59,036
	St. John, Halifax and London.	89,463	135,171	5,774	254	95,237	135,425	230,662
1913	Canada and France.	7,779	5,590	1,863	213	9,642	5,803	15,445
	Total.	371,233	334,490	80,037	22,014	451,270	356,504	807,774
	Montreal, Quebec, Halifax, St. John, to Liverpool and Bristol	240,073	61,521	50,262	4,640	290,335	66,161	356,496
	Halifax and Liverpool.	19,784	58,695	328	554	20,112	59,249	79,361
	Montreal, Quebec and Manchester.	206,444	42,299	13,410	2,051	219,854	44,350	264,204
	St. John, Dublin and Belfast.	27,109	15,977	241		27,350	15,977	43,327
1914	St. John and Glasgow.	49,442		2,517		51,959		51,959
	St. John, Halifax and London.	111,628	89,253	8,006	1,280	119,634	90,533	210,167
	Canada and France	9,241	2,536	498	660	9,739	3,196	12,935
	Total.	663,721	270,281	75,262	9,185	738,983	279,466	1,018,449
	Montreal, Quebec, Halifax, St. John, to Liverpool and Bristol.	171,785	33,693	30,534	2,207	202,319	35,900	238,219
	Halifax and Liverpool.	7,272	61,264	2,541	111	9,813	61,375	71,188
1914	Montreal, Quebec and Manchester.	164,118	35,352	6,859	307	170,977	35,659	206,636
	St. John, Dublin and Belfast.	15,725	102	453	50	16,178	152	16,330
	St. John and Glasgow.	25,017		1,370		26,387		26,387
	St. John, Halifax and London.	100,203	72,188	12,881	881	113,084	73,006	186,090
	Canada and France.	6,857	3,874	244	302	7,101	4,176	11,277
	Total.	490,977	206,473	54,882	3,795	545,859	210,268	756,127
1914	Total, all groups.	371,233	334,400	80,037	22,014	451,270	356,504	807,774
		663,721	270,281	75,262	9,185	738,983	279,466	1,018,449
		490,977	206,473	54,882	3,795	545,859	210,268	756,127
	Total tons, weight and measurement.	705,723	(87.32)*	102,051	(12.63)*			
1914		934,002	(89.55)	84,447	(10.45)			
		697,450	(92.74)	58,677	(7.26)			

*Percentage of total.

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TABLE 27.—Cargoes, Inward and Outward, at Montreal Tons Measurement and Weight.

INWARD.			
	1911.	1912.	1913.
April.. .. .	.....	.....	14,001
May	156,992	143,063	148,882
June.. .. .	96,364	76,143	110,914
July.. .. .	124,380	109,004	140,708
August.. .. .	100,863	108,262	102,144
September.. .. .	102,071	109,925	94,253
October.. .. .	146,206	105,358	109,284
November	125,383	136,142	108,042
December.. .. .	.....	.....	.....
Total.. .. .	852,259	787,897	828,228

OUTWARDS.			
	1911.	1912.	1913.
April.. .. .	.....	.....	3,581
May	215,130	234,658	293,712
June.. .. .	212,938	247,749	326,163
July.. .. .	207,710	207,952	290,219
August.. .. .	197,611	243,124	303,017
September.. .. .	189,272	220,149	272,401
October.. .. .	217,651	243,136	244,667
November.. .. .	193,254	255,465	267,091
December.. .. .	5,253	14,627	—
Total.. .. .	1,438,819	1,666,198	2,000,851

TABLE 28.—Summary of Grain Cargoes carried in Subsidized and Non-Subsidized Steamers.

BUSHEL'S OF ALL GRAIN.

Line.	Subsidy.	Season.	Passenger Liners.		Freight Liners.		Total.	
			Sub.	Non-Sub.	Sub.	Non-Sub.	Sub.	Non-Sub.
Allan, including the two Empresses.....	\$ 735,919 52	S 1911	3,202,908	847,916		20,953	3,202,908	868,869 8
		W 1911	1,508,255				1,508,255	1,508,255
	752,873 37	S 1912	3,552,257	672,389		249,709	3,552,257	921,988
		W 1912	1,447,000	51,789		116,670	1,447,000	168,468
	847,981 16	S 1913	5,551,322	497,998		176,366	5,551,322	674,364
Canadian Pacific.....		W 1913	1,594,133				1,594,133	1,594,133
	\$ 15,000 00	S 1911		5,097,191		333,213		5,430,404
		W 1911	1,117,471	963,469			1,117,471	463,469
	15,000 00	S 1912		5,655,857		247,165		5,904,022
		W 1912	1,762,882	1,237,331			1,762,882	1,237,331
Donaldson..	15,000 00	S 1913		6,252,856		192,474		6,445,330
		W 1913	1,530,893	1,572,263			1,530,893	1,572,263
	8,250 00	S 1911		1,676,994				1,676,994
		W 1911	1,013,600				1,013,600	1,013,600
	9,000 00	S 1912		1,825,811				1,825,811
White-Star Dominion.....		W 1912	1,230,078				1,230,078	1,230,078
	11,625 00	S 1913		3,041,414				3,041,414
		W 1913	579,315	247,075	55,333		634,648	247,075
		S 1911		762,204				2,880,426
		S 1912		1,425,681				4,047,554
Furness Withy Line.....	116,150 20	S 1913	1,081,437			3,733,612	1,081,437	3,733,612
	35,000 00	S 1911			2,416,337	102,032	2,416,377	102,032
	45,000 00	W 1911			998,867	16,300	998,867	16,300
	35,000 00	S 1912			3,947,349	1,000,340	3,948,349	1,000,340
	43,244 04	W 1912			1,312,717	1,700	1,312,717	1,700
	35,000 00	S 1913			3,980,614	3,868,901	3,980,614	3,868,901
	44,000 00	W 1913			2,714,628	146,973	2,714,628	146,973



